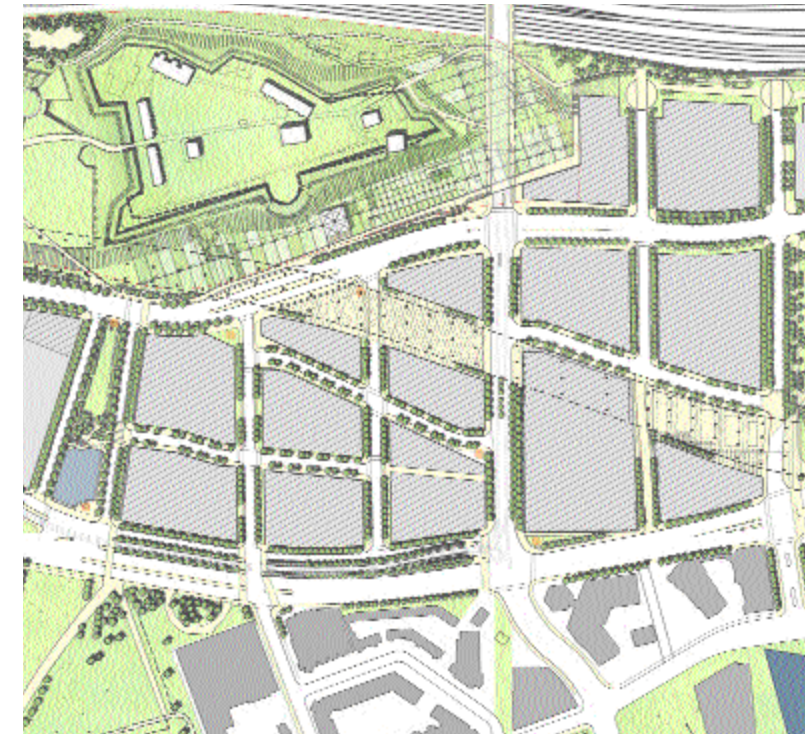


FORT YORK NEIGHBOURHOOD

PUBLIC REALM PLAN

du Toit Allsopp Hillier
February 2004





F O R T Y O R K N E I G H B O U R H O O D P U B L I C R E A L M M A S T E R P L A N

A N D A R C H I T E C T U R A L D E S I G N G U I D E L I N E S

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INTRODUCTION

Vision for a New Community

The Fort York Neighbourhood presents a unique city-building opportunity for Toronto. It will be a vibrant new community developed on a major brownfield site near the Central Waterfront in the west downtown. The distinctive character of the neighbourhood will be informed by, and respond to, its historically rich setting immediately south of the Fort York National Historic Site, the Garrison Creek and the original Lake Ontario shoreline.

With only four landowners holding most of the development blocks in the neighbourhood, the City has seized the chance to establish a collaborative, comprehensive approach to the buildout of the community. This Public Realm Plan defines the principles for liveable and pedestrian-friendly streets, parks and open spaces in this emerging Toronto neighbourhood.

The Fort York Neighbourhood is planned as a high-density, primarily residential community, with a range of building types including stacked townhouses and mid-rise buildings along the street edges, as well as slender point towers in specific locations. In all of these cases, the buildings will be grade-related and address the streets. The bases of buildings will be designed with pedestrians in mind, through such elements as multiple entrances, appropriate setbacks/step-backs, landscape development, architectural detailing and animating uses at street level.

The area will also be served by a wealth of parks and open spaces, including the Link Park - as a central focus for local neighbourhood activities, Gore Park - as a heavily planted green space, and the Fort grounds. The streets of the neighbourhood will also be important public open spaces, designed with sidewalk setbacks, tree plantings, and front yard landscaping. Pedestrian and cycling connections will form an easily accessible network between these green spaces and the areas surrounding the neighbourhood.

The Public Realm

Simply put, the public realm consists of the spaces between buildings. While architecture can be appreciated from a distance or from within a building, the public realm is experienced primarily close-up, at ground level. It includes streets, building frontages, sidewalks, front yard landscaping and plantings, as well as larger open spaces such as parks and publicly accessible courtyards or pathways between buildings.

The review of any development application should take into consideration the building's relationship with and contribution to the public realm. This Public Realm Plan seeks to achieve a high quality, well designed and liveable environment for people living in and passing through the Fort York Neighbourhood.



Purpose of this Document

This Fort York Neighbourhood Public Realm Master Plan and Architectural Design Guidelines, referred to here as the "Public Realm Plan", is the next step in the planning and design process. This document forms a set of guidelines, endorsed by City Council, which outline the principles and overall vision for the emerging neighbourhood. It builds on the approved policies of the Official Plan and the zoning by-laws that set out the location of public spaces, density, height and built form envelopes, and will inform the City's review of development applications in the area by setting a benchmark for the best possible design of the streets, parks, pedestrian and cycle connections, and public and private open spaces throughout the neighbourhood. The completion and approval of the Public Realm Plan is required prior to Site Plan approvals in the new neighbourhood.

The guidelines set out in the Public Realm Plan, including the Building Profile Guidelines, may be modified or refined as specific buildings are designed and brought forward for approval through the City's Site Plan Approval process, if changes are generally consistent with the Plan's overall vision and principles.

Role of the Public Realm Plan

The role of the Public Realm Plan is to guide the development of the public streets and parks and adjoining private open spaces including the following:

- the relationship to adjacent neighbourhoods and the public space linkages;
- the conceptual streetscape plans for the various types of streets;
- the relationship between the public open spaces and the private open spaces; and
- the conceptual design of the principal neighbourhood parks: Link Park and Gore Park. Also, illustrations of possibilities for the Fort York grounds and Mouth of the Creek Park are included.

The Public Realm Plan also includes architectural design guidelines including the following:

- the location of build-to and setback lines;
- the location of step-backs for taller buildings;
- the relationship of towers to base buildings; and
- the treatment of building projections as they relate to the character and quality of the public streets and open spaces.

Planning Context

The Fort York Neighbourhood (previously known as the Bathurst/Strachan Area) is a new high-density, mixed-use community. It will be built over approximately the next ten years at the western edge of Toronto's Central Waterfront. Planning of the neighbourhood began in the early 1990s.

The current planning and design process began in late 2002, punctuated by a landmark "design initiative" (charrette) in January 2003. This 3-day charrette involved the three landowners (Wittington Properties, Plazacorp Investments, Malibu Investments), City staff, community and Friends of Fort York representatives, and professional planning and design consultants. The conclusions reached in the charrette and subsequent discussions resulted in the adoption of an amended Fort York Neighbourhood Secondary Plan and Zoning By-laws by Toronto City Council in September 2003.

Blocks 1 & 2A (H&R Developments), at the western end of Fort York Boulevard, are included in site-specific Secondary Plan provisions, which were adopted in 2001 and 2002. H&R Developments have already submitted a Public Realm Plan as part of their site-specific rezoning process.

The planning and design of parks and public spaces in the neighbourhood builds on the *Fort York and Garrison Common - Parks and Open Space Design and Implementation Plan* and *Fort York: Setting It Right*.

Other planning and design initiatives provide context and guidance for the development of the open spaces. These include the City of Toronto's *Waterfront Secondary Plan* and the Toronto Waterfront Revitalization Corporation's *Central Waterfront Public Space Framework* (June 2003).

The Site of the Neighbourhood

In this Public Realm Plan, the Fort York Neighbourhood is taken to be the area extending from the north boundary of Fort York to Lake Shore Boulevard at the south, and from Dan Leckie Way (Portland Street) at the east to Strachan Avenue at the west.

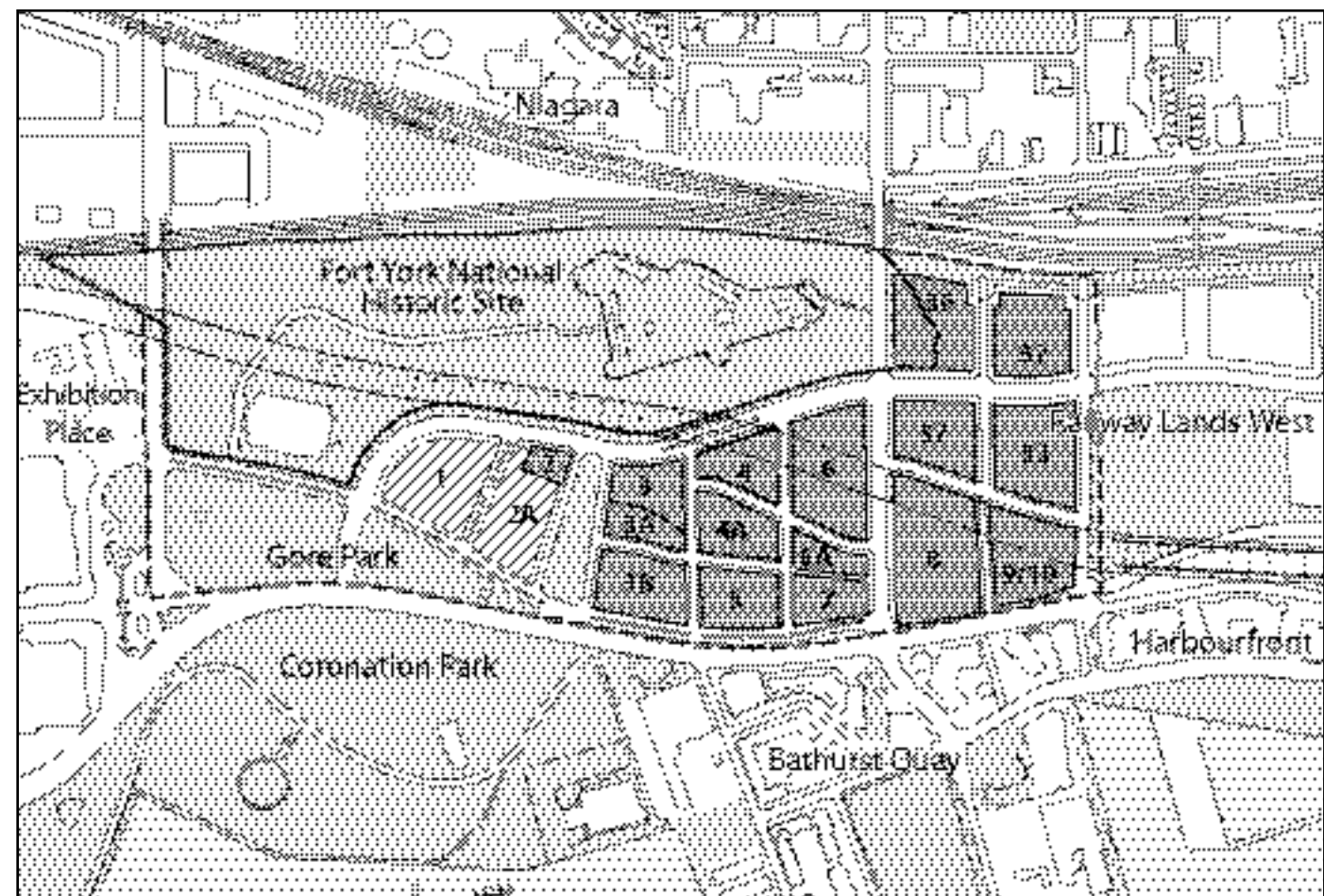
Blocks 32, 33, 36 and 37 are part of the Railway Lands West planning district. These blocks and the related public spaces are included in this public realm study in order to achieve a coordinated approach to the design of the public spaces. Blocks 32 and 36 are owned by the City of Toronto.

The Fort York Neighbourhood is bounded to the south by Lake Shore Boulevard, and crossed diagonally by the elevated Gardiner Expressway. These roads and the rail corridor to the north act as strong barriers, physically, visually and perceptually, between the City to the north and the waterfront to the south, which the Public Realm Plan attempts to alleviate. Strachan Avenue and Bathurst Street cross these corridors, although neither accommodates pedestrians and cyclists adequately and their intersections with Lake Shore Boulevard are particularly unfriendly.

In 2002, Fort York Boulevard was built, extending from Bathurst Street to Lake Shore Boulevard approximately on the alignment of the original lake shoreline, the first major step in the revitalization of the neighbourhood. It establishes a new frontage and visibility for the Fort, provides improved vehicular, pedestrian and cycle connections to the waterfront, and demarcates the northern face of the neighbourhood buildings opposite the Fort grounds.

The northern half of the area is the Fort York National Historic Site (and proposed enlarged Heritage Conservation District). The development sites are on lake-fill lands, immediately to the south and east of the Fort.

Block 36 of the Railways Lands West, owned by the City, overlaps with the Fort York National Historic



- Fort York National Historic Site
- - - Fort York Neighbourhood Public Realm Plan Boundary
- Fort York Neighbourhood Public Realm Plan Development Blocks
- ▨ Block 1/2A Site-specific Public Realm Plan (2001)

Site, as well as the proposed park at the Mouth of the Garrison Creek. The shape of the development on this block, shown diagrammatically throughout the report, addresses the presence of the park and the extension of the existing path under the Bathurst Street bridge. This shape is conceptual only and will be subject to further review.

History and Significance of the Fort York Neighbourhood

Fort York, birthplace of the city, was established in 1793 and rebuilt in 1816 following the Battle of York. It remained in military use until the 1930s. In 1909 the Federal government transferred the Fort to the City of Toronto. The City restored the Fort and opened it as an historic site in 1934. Today the defensive walls of this City-owned and operated museum surround Canada's largest collection of original War of 1812 buildings.

Fort York and its surrounds comprise the richest archaeological site in the City of Toronto. Deep, stratified and well preserved archaeological remains exist both inside and outside the ramparts.

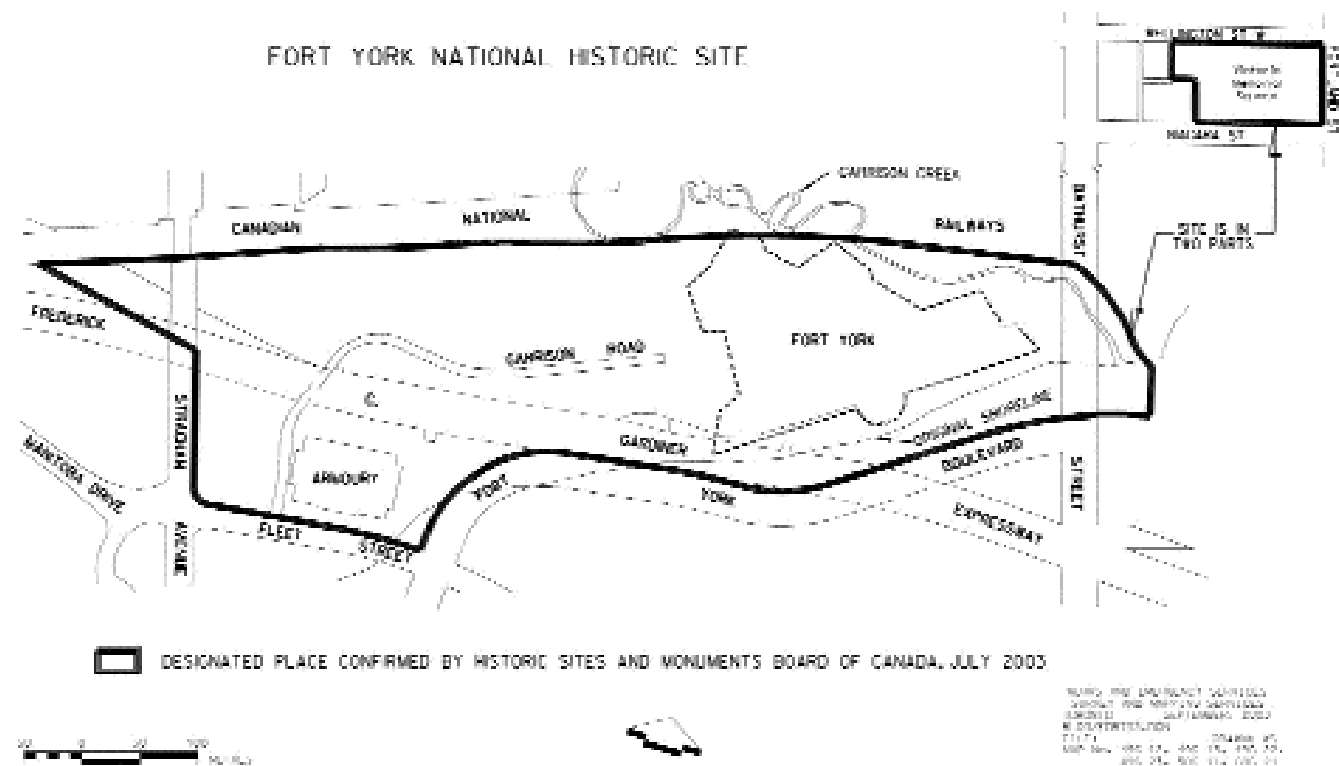
The prior uses of the redevelopment sites in the Fort York Neighbourhood were industrial operations and railways, which surrounded and almost enveloped the Fort for much of the twentieth century. The main railways have now been consolidated in a broad corridor to the north of the Fort; most of the industry has gone and the associated rail spurs removed. A concrete batching plant and a medical gas distribution facility are the only remaining active industrial uses in the neighbourhood and their respective relocations are currently being planned. A number of the industrial buildings remain in the Fort York Neighbourhood. The most architecturally distinguished, the Loblaws warehouse (facades on Bathurst and Lake Shore), is designated under the Ontario Heritage Act, and the rest are slated for demolition.

Any proposal regarding the redevelopment of Block 8 shall have regard for the policy contained in the Secondary Plan.

The National Historic Site

Fort York has been recognized as a site of national significance by the Historic Sites and Monument Board of Canada (HSMBC) since 1923 and was designated as a Heritage Conservation District under Part V of the Ontario Heritage Act (1980) in 1985.

Based on the considerations of a greater understanding of the extent of the cultural landscape and the archaeological resources, the boundaries of the historic site have recently been reviewed. As a result, in July 2003, HSMBC approved expanded boundaries for the National Historic Site, as illustrated below, and included Victoria Memorial Square as a separate but related part of the site. Toronto City Council, in consideration of the expanded area of the National Historic Site, is expected to approve similar amendments to the boundaries of the Heritage Conservation District (amended by-law) in the spring of 2004.



Official Plan Goals for the Fort York Neighbourhood

The Fort York Neighbourhood Secondary Plan (Section 2.1 - 2.4) sets out the major goals for the development of the neighbourhood:

- The Fort York Neighbourhood will be developed as a vital, primarily residential, mixed-use neighbourhood taking advantage of large areas of existing public open space and its unique waterfront setting. It will be served by the appropriate range of community services and facilities.
- The significance of Fort York and the Fort York Heritage Conservation District will be recognized in the redevelopment of the Fort York Neighbourhood. Building heights increase in a southerly direction from the Fort with lower buildings established along the southern edge of Fort York Boulevard. North-south streets and public open spaces will be oriented to improve the visibility and accessibility of the Fort.

- The Fort York Neighbourhood will be served by improved transit, and the design of the street system will also support improved bicycle and pedestrian routes. This will connect the new community to the surrounding areas and help to reduce the negative impact of east-west transportation corridors which now dominate the area.
- The Fort York Neighbourhood will be integrated with the Garrison Common Area and Railway Lands West, to create a larger system of linked public open spaces.

Waterfront Revitalization Vision

The Fort York and Garrison Creek parks system is an important open space component in the Central Waterfront revitalization strategy. The vision for this area, set out in the Central Waterfront Public Space Framework is:

The Fort York Public Space District offers an opportunity to create a nationally significant waterfront heritage park ensemble as a prominent gateway to the downtown core by consolidating and integrating historically significant open spaces anchored by Fort York. These improvements will create the centrepiece to one of the City's newest waterfront communities, the Fort York Neighbourhood, while also greatly improving access to the waterfront for communities to the north.

URBAN SETTING

The Fort York Neighbourhood should have a clear identity and yet be integrated seamlessly into the urban fabric. Its public realm should contribute to improving the overall connectivity and accessibility of west downtown.

The Fort York Neighbourhood is a key piece of the redevelopment of Toronto's West Central Waterfront. It completes the process of reclaiming underused railway and industrial lands in the area, for productive mixed uses and integrating the land into the urban pattern to the north.

The waterfront in this area has numerous regional destination attractions, including the SkyDome, the CN Tower, Fort York, Exhibition Place, Ontario Place, and Harbourfront Centre. The scale of the area is large, and the new neighbourhoods are typically high density and bounded by regional transportation corridors and arterial roads.

The Fort York Neighbourhood is within a short transit ride or 30-minute walking distance of the financial district, and is expected to experience a similar pattern of low private car use to that of other downtown neighbourhoods.

On entering the downtown from the west via Lake Shore Boulevard, the Fort York Neighbourhood will be the first downtown district encountered. It is a gateway neighbourhood, and the visual quality of the perimeter streets, including Gore and Link parks and the Fort grounds, will become the neighbourhood's defining impression in the public mind.

The Public Realm Plan seeks to create new or reinforce existing connections to the adjacent neighbourhoods, including Bathurst Quay, Harbourfront, the Railway Lands, the Niagara Neighbourhood, and the King/Spadina Neighbourhood. The development edges of each of the blocks have also been considered in the context of this complex setting.

The proximity to the lake and Coronation Park, a significant 32-acre open space, also figures prominently into the public realm. The Fort York Neighbourhood buildings frame the park across Lake Shore Boulevard, complete the urban street frontage facing Harbourfront and Bathurst Quay buildings, and act as a buffer to the Gardiner Expressway.



- | | | |
|--|-------------------------|----------------------------|
| —— Fort York Neighbourhood boundary | 3 National Trade Centre | 8 Fire Hall |
| —— Historic Garrison Creek and shoreline | 4 Schools | 9 Victoria Memorial Square |
| Open space | 5 SkyDome | 10 Stanley Barracks |
| 1 Fort York | 6 CN Tower | 11 Automotive Building |
| 2 Fort York Armouries | 7 Police Station | 12 HMCS York |

City/Waterfront Connections

Extend and reinforce the city/waterfront connections through the neighbourhood.

A key principle for central waterfront revitalization is the reduction of the barrier effect of the regional transportation corridors which traverse the waterfront. In this neighbourhood there is the further intention to physically and visually reconnect Fort York to the waterfront as part of re-establishing the Fort's place in the broader urban landscape.

These objectives for city/Fort/waterfront connections will be met by:

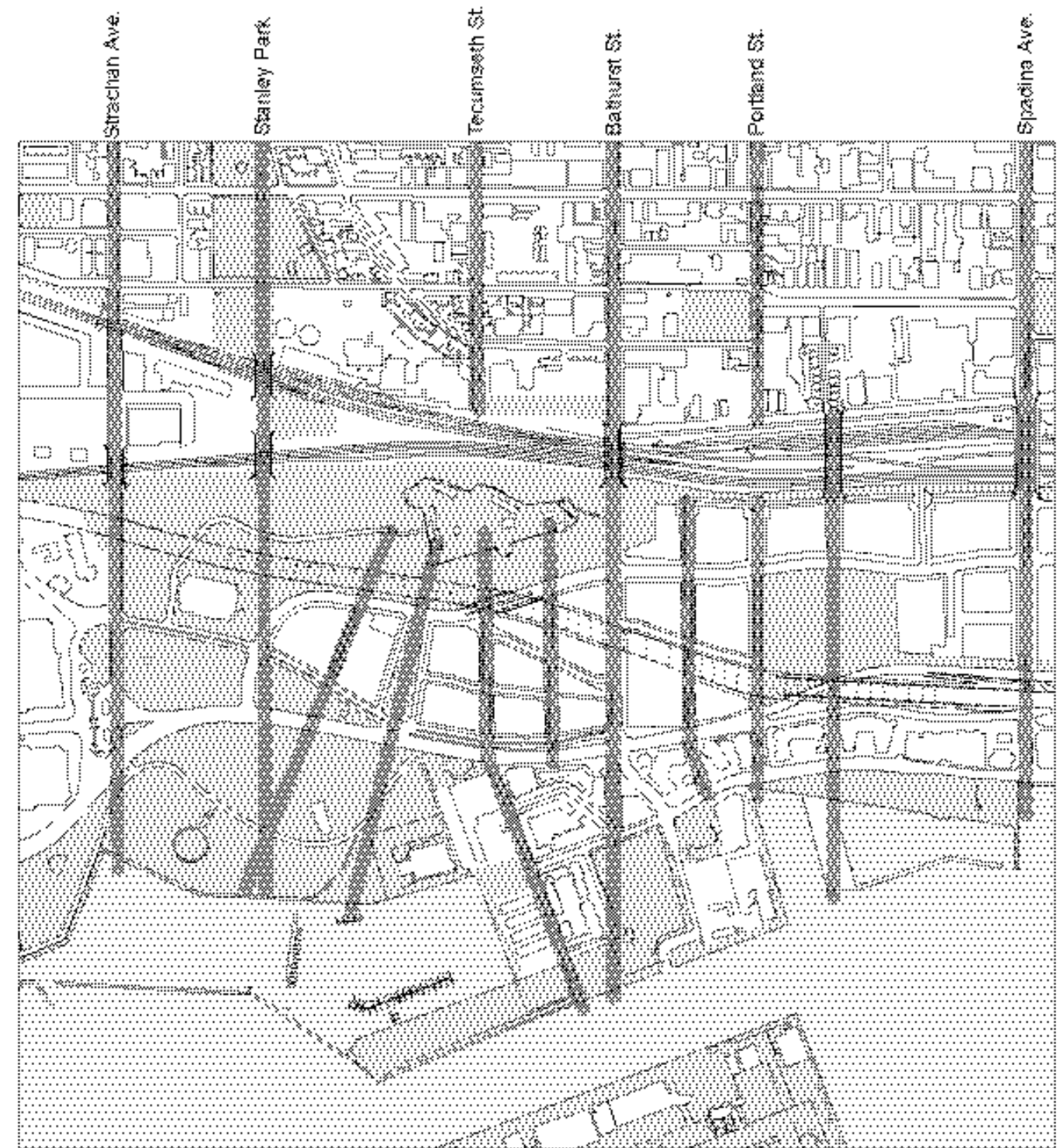
- reinforcing the major north-south street corridors as connectors;
- developing additional bridge crossings of the main rail corridor in strategic locations within the public space framework;
- protecting and enhancing the present view corridors and view sheds between city and waterfront and between the Fort and other landmarks or significant places;
- aligning new streets and blocks to create new view corridors or to extend existing corridors; and
- introducing or improving crossings at the intersections of major arterial streets for the convenience and safety of pedestrians and cyclists and to increase connectivity, both vehicular and pedestrian, between the Fort York Neighbourhood and the Bathurst Quay Neighbourhood.



View south on Bathurst Street



View Corridor, Battery Park City, New York



- ▨ Street and view corridors
- Railway crossings
- Open space

Streets

The neighbourhood streets will form a fine-grained, continuous network that is connected with streets in the neighbouring areas, wherever possible.

A key principle of the plan is to create a network of streets that perform complementary functions and are differentiated in scale and character. Any changes to the street systems are subject to feasibility studies and class environmental assessments as required.

Major Streets

Fort York/Bremner Boulevard is a new urban boulevard and the main street 'spine' of the neighbourhood. It establishes a new address for Fort York, is lined with consistently scaled building frontages and generously planted sidewalks. It has on-road cycle lanes which will extend along Bremner Boulevard.

Bathurst Street is an important major north-south connection to the waterfront, with improved transit and broader well-planted sidewalks.

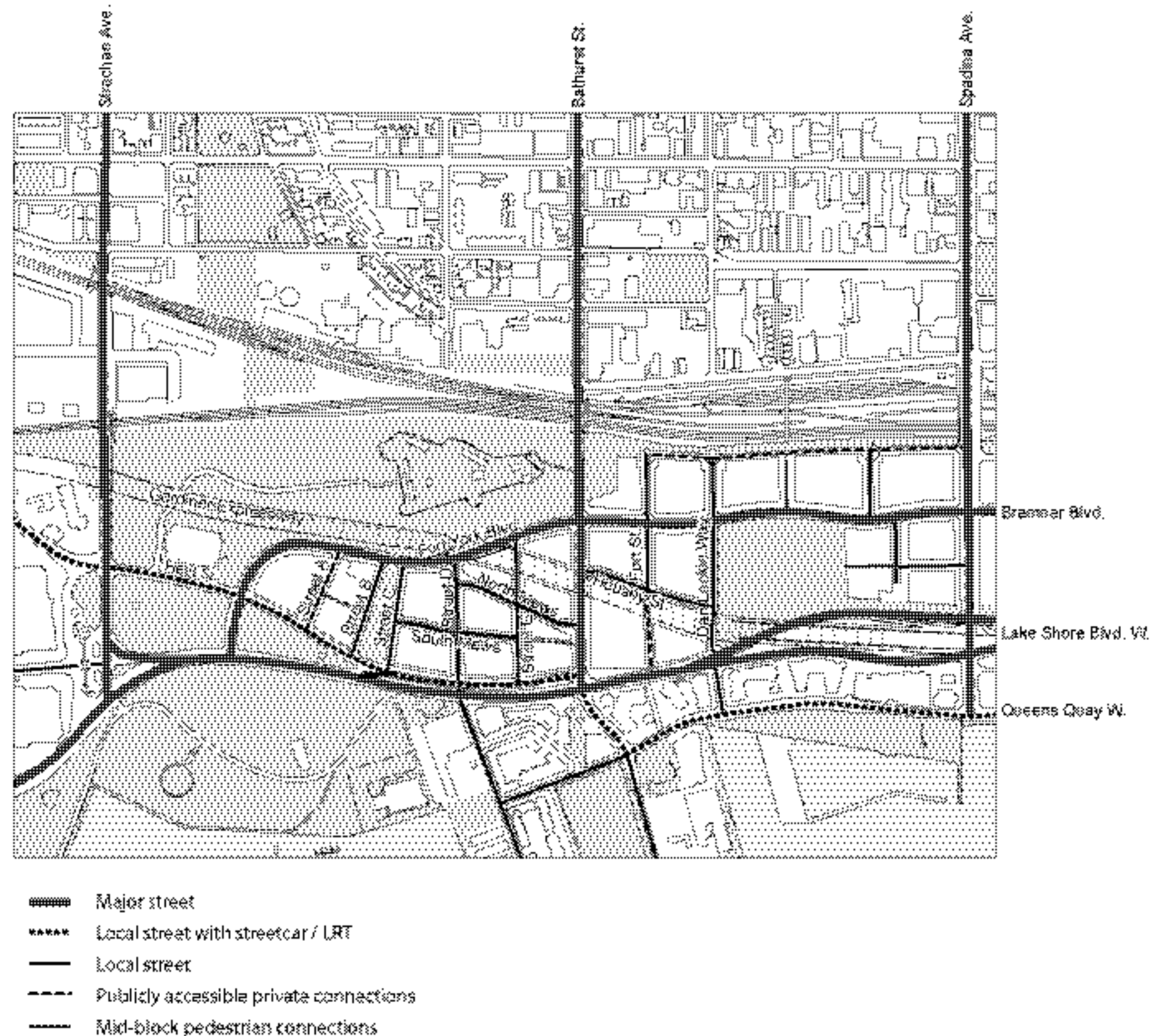
Local Streets

Fleet Street is an improved transit (LRT) and local retail (live/work) street with planted sidewalks and medians which separate it from Lake Shore Boulevard.

Neighbourhood Streets and Mews are new residential scale streets lined by profusely planted front-yards, stoops and entrances to individual townhouses, live/work units as well as apartment lobbies. The north-south streets are also view corridors between the waterfront and Fort York.

Dan Leckie Way, a new park street and cycle route which links the Northern Linear Park with the waterfront at Queens Quay. It has a generously planted streetscape to extend the visual boundaries of the Community Park across the street.

Mid Block Connections and publicly accessible private lanes provide convenient alternative pedestrian routes and, in some cases, double-up with the service vehicle access routes.



Bicycle Routes and Pathways

The Public Realm Plan supports the vision of the Toronto Bike Plan: “to create a safe, comfortable and bicycle friendly environment in Toronto, which encourages people of all ages to use bicycles for everyday transportation and enjoyment.”

The Public Realm Plan contributes to the implementation of this vision by:

- extending on-street cycle lanes on Fort York/Bremner Boulevard;
- dimensioning local streets to accommodate signed cycle routes;
- planning new multi-use pathways on the most desirable routes for both cyclists and pedestrians through the parks system;
- providing for controlled intersections on Fort York/Bremner Boulevard to fully accommodate crossings by cyclists and pedestrians; and
- identifying key intersections on Lake Shore Boulevard which should be provided or improved for cyclists and pedestrians, with traffic control measures as appropriate.

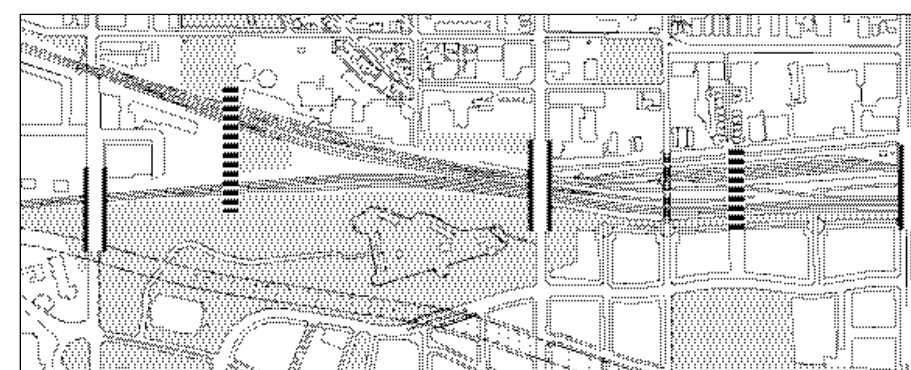
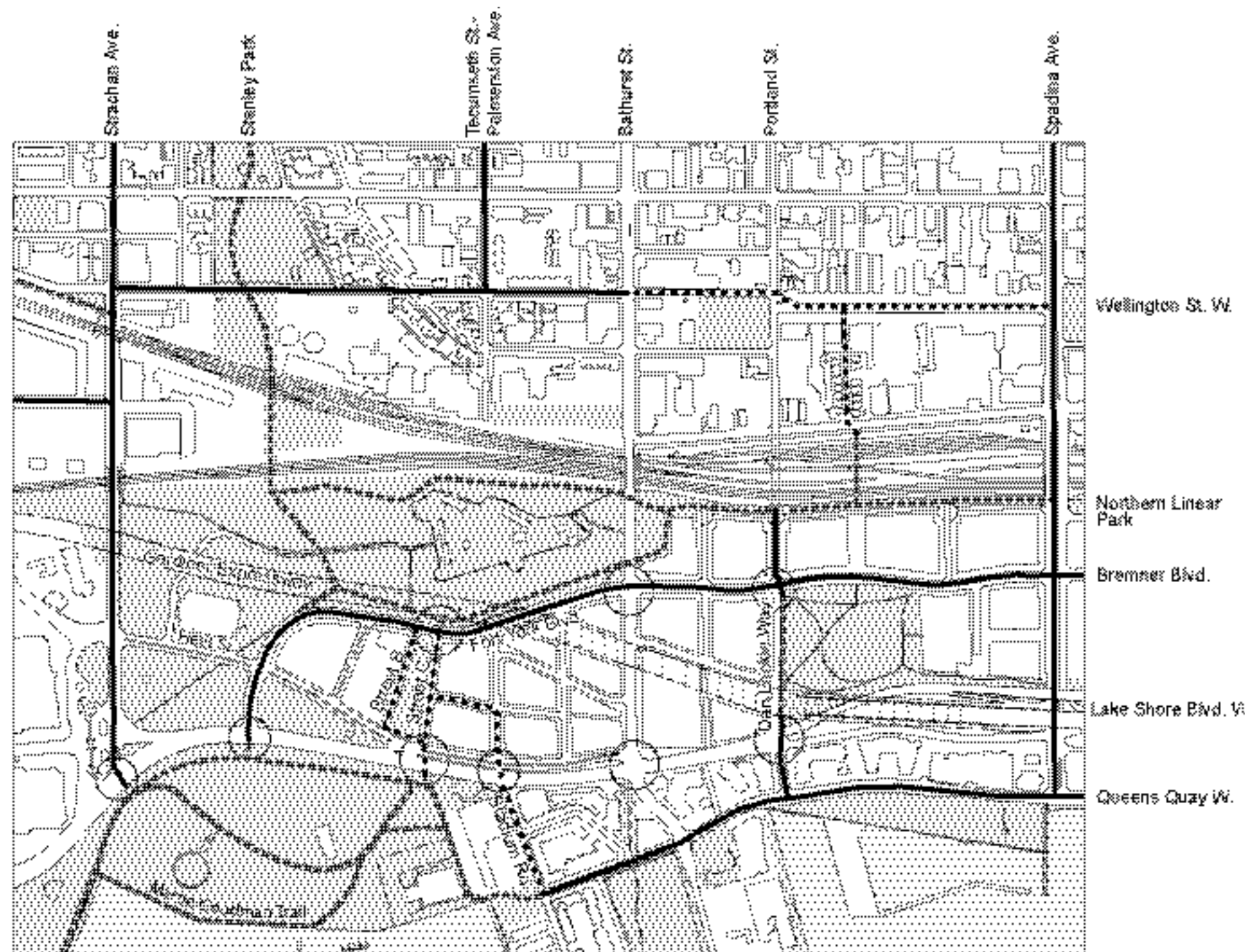
Rail Crossings

There are currently three major bridges over the rail corridor in the Fort York and Railway Lands West neighbourhoods: Strachan Avenue to the west, Bathurst Street, and Spadina Avenue to the east.

The Public Realm Plan allows for connections to two additional rail crossings, subject to review and approval through an Environmental Assessment process, in the form of:

- a new bridge from Stanley Park to Fort York for cyclists and pedestrians that extends the line of the Garrison Creek landscape; and
- a permanent bridge linking Front Street at Draper Street with the Northern Linear Park (in the Railway Lands West) – a much-needed alternative to Bathurst and Spadina for convenient and safe north-south cycling and pedestrian crossing.

Another bridge across the rail corridor connecting Front Street (at Portland Street), with Dan Leckie Way is contemplated in the Railway Lands West Part II Plan.



- Pathway
- Multi-use Pathway (+cycle)
- Bikeway Facility
- ***** Bicycle Connection
- Important Intersection
- Proposed pedestrian bridge
- Existing bridge

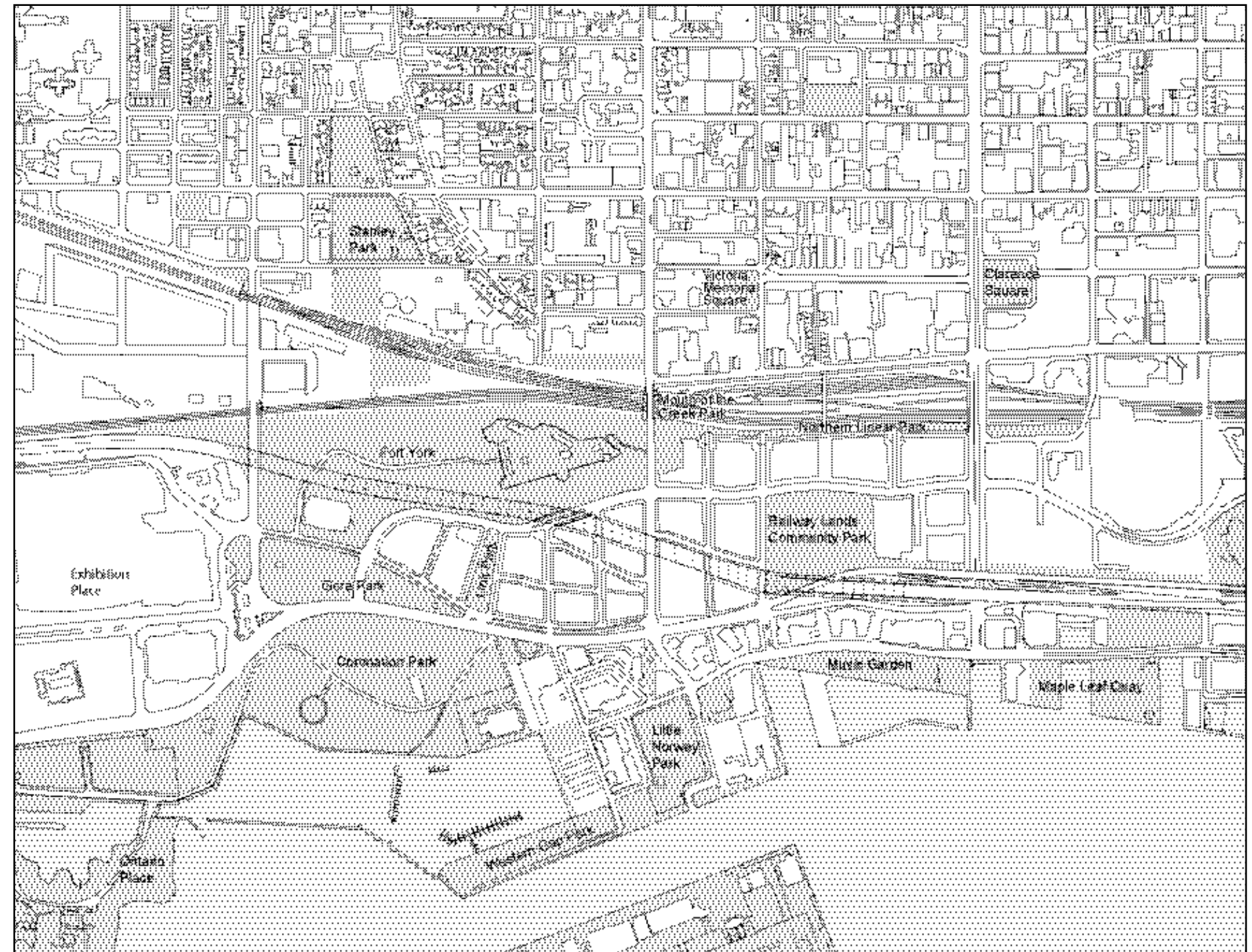
An Integrated Park System

Create parks and public open spaces in the neighbourhood that link to surrounding neighbourhoods and form a connected, multi-purpose park system.

The Fort York Neighbourhood is uniquely situated in the midst of an area with extensive public open space resources, perhaps the best endowed in the city.

- Approximately half the area of the neighbourhood is parkland and public open space (including the Fort York Heritage Conservation District, Link Park and Gore Park).
- To the west are Exhibition Place and Ontario Place.
- To the north, across the rail tracks, is Stanley Park straddling King Street, which together with other publicly owned land, is planned as part of a revived Garrison Creek park system connected, by land bridge, to the Fort.
- Also to the north is Victoria Memorial Square, site of the first military cemetery and part of the Fort York National Historic Site.
- To the south is Gore Park and Coronation Park, the latter traversed by the Martin Goodman waterfront trail.
- To the east is the Railway Lands Community Park, as well as the Northern Linear Park which is planned to connect to the Mouth of the (Garrison) Creek Park within the proposed enlarged boundary of the Heritage Conservation District. This connection will provide a direct pedestrian route for Fort York Neighbourhood residents to the downtown core.
- The two neighbourhood parks - Link Park and Community Park - are planned as the principal focal parks of the communities west and east of Bathurst Street.

Many of these public lands have remained vacant or under-developed as parkland for decades. Others are isolated by transportation corridors. The development of Fort York Neighbourhood presents the opportunity and the impetus to upgrade, connect and consolidate some important parts of this park system.



Historical Setting

Design the neighbourhood to reflect and build upon the history of the area and interpret the evolution of its landscape.

Fort York is the birthplace of urban Toronto. It was established in 1793 on high ground above the shore of Lake Ontario at the mouth of the Garrison Creek, overlooking the entrance to the harbour.

The low lying ground surrounding the high, strategic position for the military defence of the harbour and the Town of York, suited the later construction of railways which began in the 1850s. This led to the eventual circling of the Fort by the railways and industrial activities that were the foundation of Toronto's economic growth. The Fort itself survived these incursions, but its prominent position on the lake front was overwhelmed by lake-filling, industrial development and overlays of railways, road bridges and the Gardiner Expressway.

Much of the area has now been cleared of the industry and local rail infrastructure, though their traces remain. There is an opportunity to establish a new, modern neighbourhood that will be distinctive by being rooted in the history and identity of this place. For the Fort, there is an opportunity to re-establish, literally and figuratively, its original topographic and aquatic setting, and to interpret the traces of succeeding generations of landscape interventions.

The preparation of plans for the restoration and interpretation of historic features and buildings of Fort York is ongoing.

Significant historical features to be represented in new public landscapes include: the early lake shoreline and topography, the Garrison Creek valley, and the dramatic rail cut of the Great Western Railway which was carved through the escarpment (presently hidden under the Gardiner Expressway).



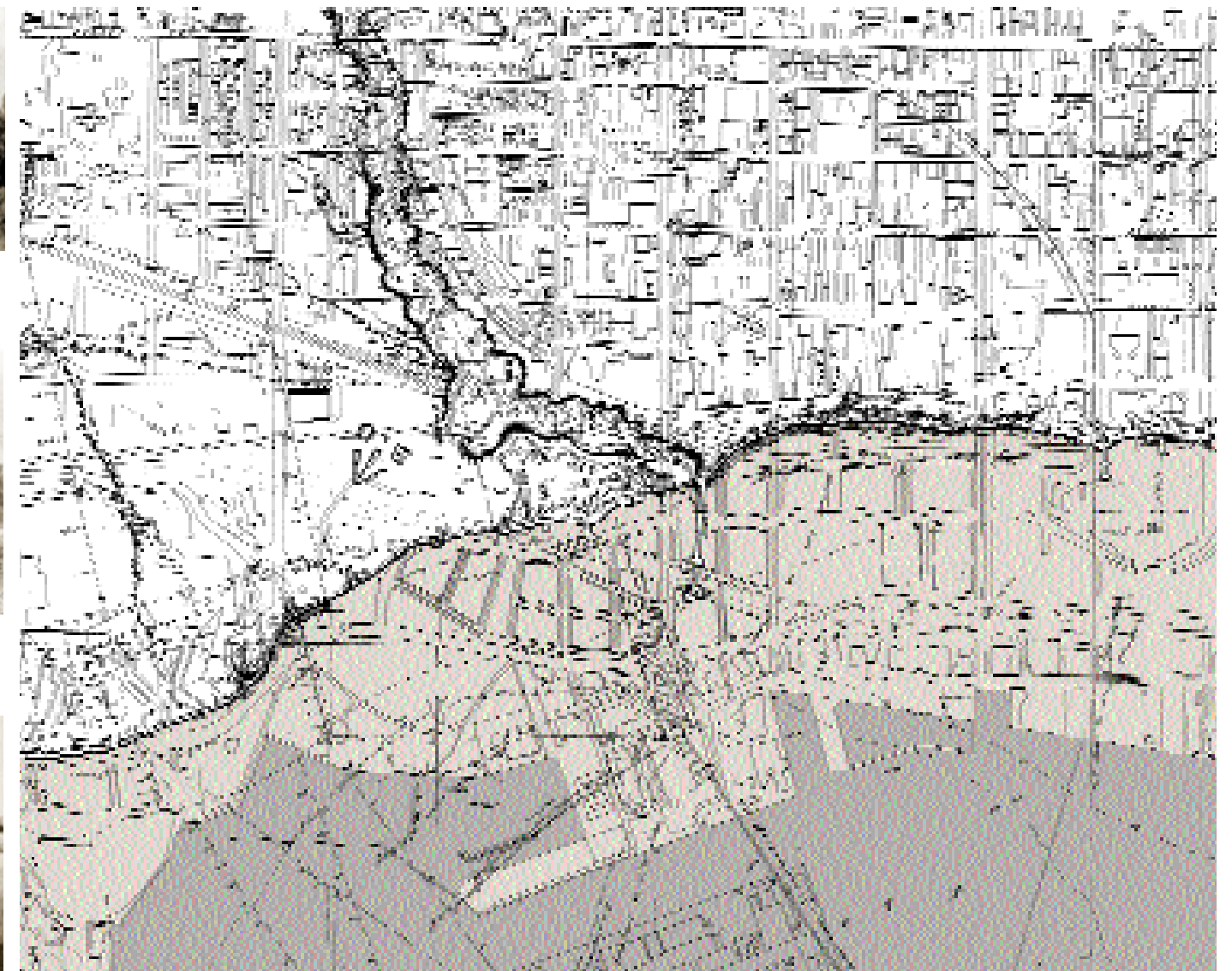
Henry Bowyer Lane, "The Fort, Toronto, Upper Canada, 1842"



Benson J. Lossing, "Old Fort at Toronto in 1860"



John Elliott Woolford, "Fort at York, 1821"



2004 City of Toronto base map with superimposed 1833 map of Garrison Reserve.



1816



1856



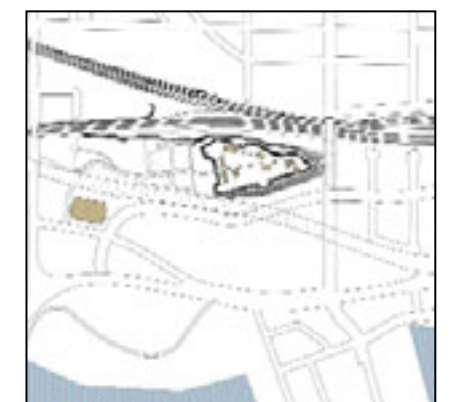
1873



1921



1934



2004

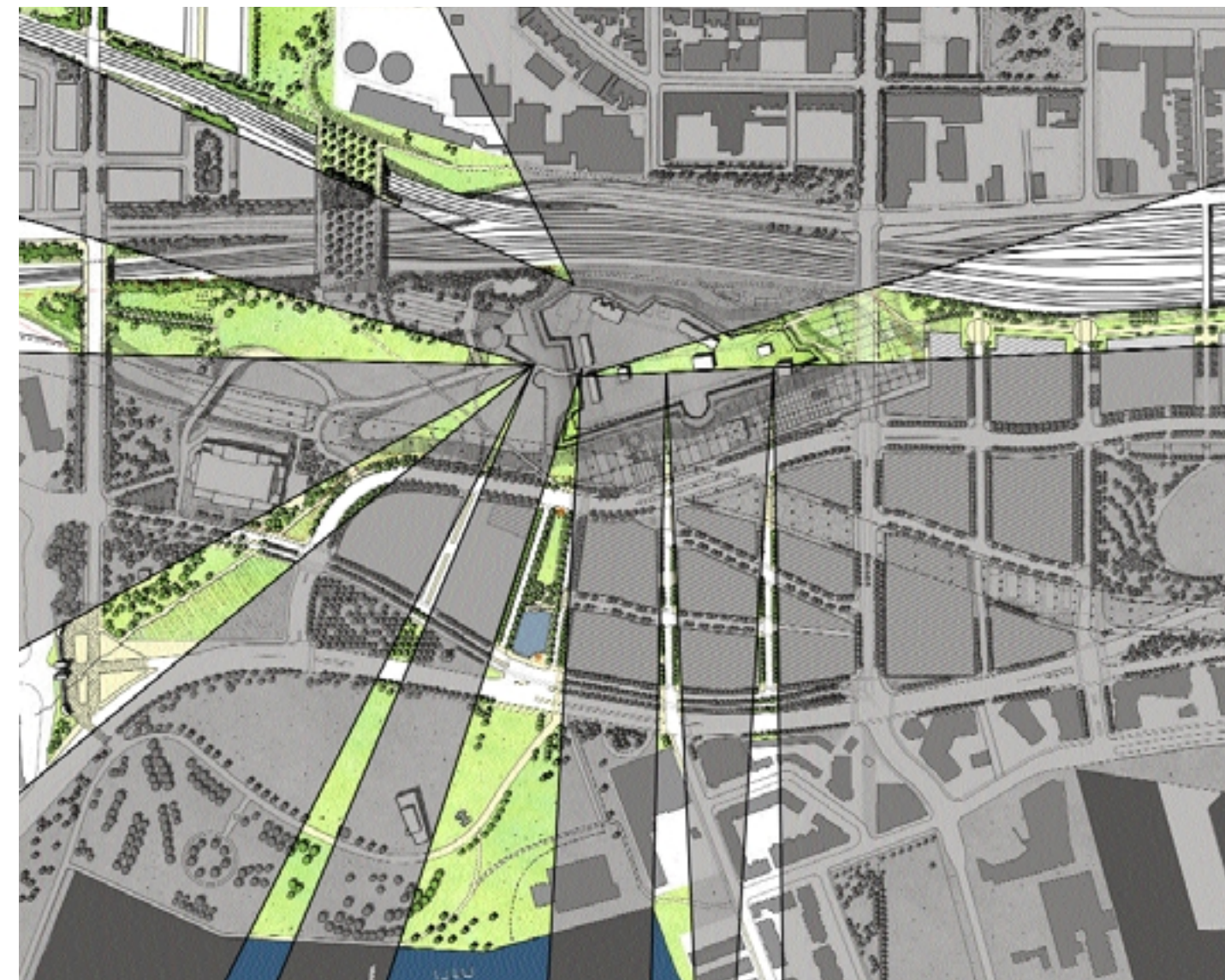
Fort York Views

Protect views to and from Fort York by establishing view corridors on streets and public spaces and by controlling building heights and profiles in important viewsheds.

For decades Fort York has been invisible and the strategic importance of its location has been indiscernible. Redevelopment of the surrounding area offers the chance to visually reconnect the Fort, the city and the waterfront, and to reveal, in a meaningful way, the Fort in its context. This visual reconnection will be achieved by establishing protected view corridors on the streets and open spaces in the redevelopment areas and by guiding the composition of built and landscape form in the important viewsheds.



View from the Fort towards downtown



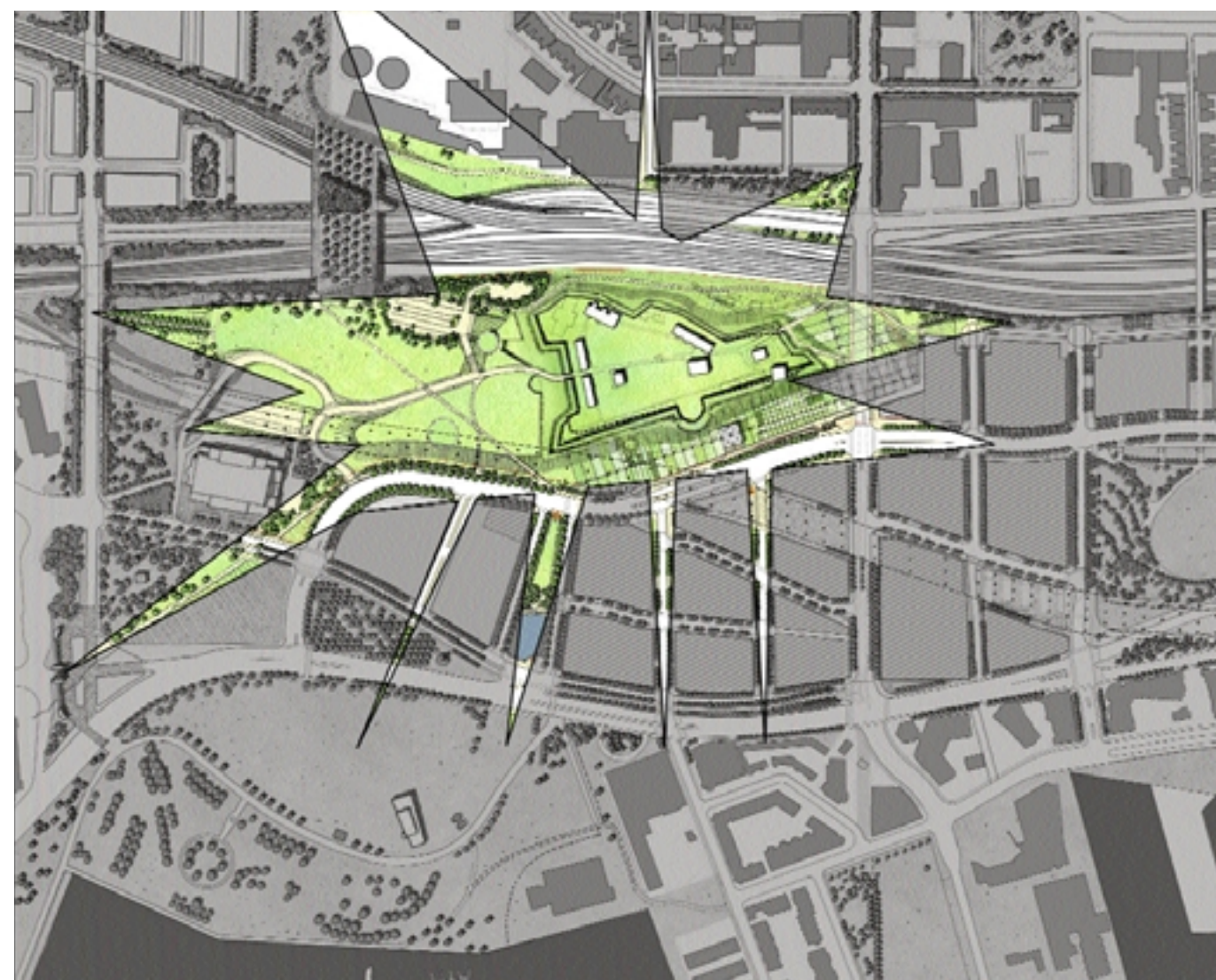
Principal views from the Fort

Principal Views **To** the Fort

The Fort York Heritage Conservation District can be made visible from a number of importance vantage points. These include Stanley Park, Bathurst/Front intersection, Northern Linear Park, Bremner Boulevard, Lake Shore Boulevard (along street and open space corridors in the Fort York Neighbourhood), Princes' Gate, and Strachan Avenue at the Military Burying Ground.

Principal Views **From** the Fort

These corridors and viewsheds also offer long-range views from the Fort, including views towards: Garrison Creek, the downtown skyline, Princes' Gate and Military Burying Ground. Crucial glimpses of the waterfront are made possible through street and open space corridors in the Fort York Neighbourhood.



Principal views to the Fort



View from Strachan Avenue bridge towards the Fort

Archaeological Resources

Archaeological assessments should be carried out in advance of any construction. Archaeological digs in the Heritage Conservation District associated with special projects should be programmed and presented as neighbourhood attractions.

The Fort York Heritage Conservation District is rich in archaeological resources, many of which have been protected by the land filling that has occurred over the last century and a half. Conservation of this resource will allow us to study and interpret the history of the Fort and surrounding region for future generations. Adequate archaeological investigations will be carried out in advance of any new construction to avoid the unintentional destruction of these resources. Particularly important are the land and lake edge areas that preceded the 19th century lakefilling operations. The Secondary Plan calls for each owner to undertake an archaeological assessment and impact study to identify significant archaeological resources and modify development to mitigate potential negative impacts to those resources.

A Public Attraction

Experience, both at the Fort and elsewhere, has demonstrated that archaeological digs are of immense interest to the general public, often drawing large crowds and stimulating wide press coverage. When archaeological excavations occur, the “dig” could be a spectator and participatory public attraction of the neighbourhood which would capitalise on this inherent curiosity.

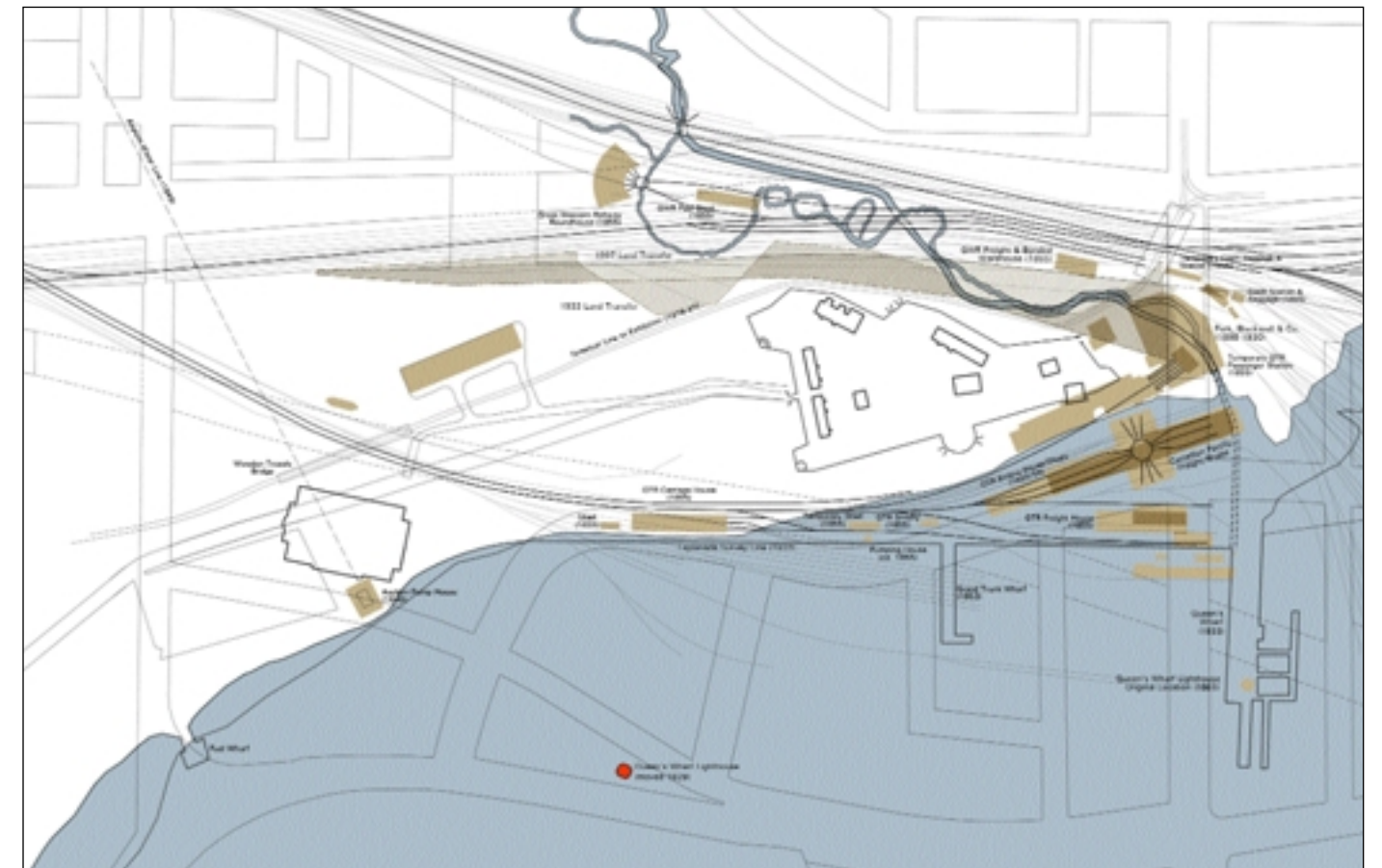
This concept is included in current plans for the Archaeological Landscape in the area below the Fort’s south ramparts and extending to the Mouth of the Creek Park.



Archaeological excavations adjacent to Blockhouse Number 2, 1992



Inventory of existing and demolished military buildings and structures



Inventory of demolished industrial and railway buildings and artifacts

Architectural Language

New buildings should be compatible and complementary to the existing heritage buildings and should seek to maintain an architectural coherency in the neighbourhood through references to the architectural syntax of the existing (and demolished) industrial buildings in the area.

The Public Realm Plan establishes the principle that the identity of the Fort York Neighbourhood – its streets, parks and buildings – should be rooted in, and belong to this specific place.

The architectural design challenge for the new neighbourhood is to:

- build upon and advance the history and identity of this place in the next generation of development;
- respect and fully acknowledge the buildings and artifacts of the past;
- avoid imitating and trivializing the earlier buildings and artifacts; and
- make modern, high quality public places and private buildings which reflect the present times.

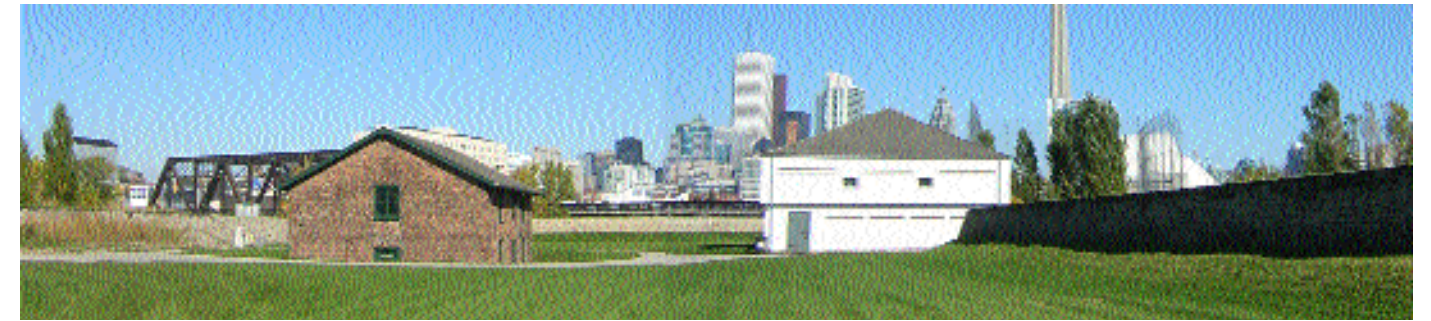
The architectural character of this neighborhood is established by the presence of the historic Fort and the industrial and commercial buildings (art deco) of the area. New development should take into consideration the presence of these buildings and be architecturally compatible with them. Architectural elements of the existing industrial and commercial buildings include:

- Vertically emphasized street wall expression
- Corner emphasis
- Articulation and architectural detail at the pedestrian scale
- Material changes at step-backs
- A rich but restrained material palette (brick/stone/glass)
- Architectural ornament integral to the building's design
- Horizontally proportioned window openings
- Multiple glazing divisions

Interpretations of these architectural elements in new buildings will help to establish an architectural coherency to the new neighborhood.

The architectural neighbours to the Fort York Heritage Conservation District should be compatible in scale, form, materials and articulation with the War of 1812 buildings in the Fort.

The Public Realm Plan recommends that a special architectural design review process be initiated by the City to establish guidelines and to consider the design proposals for buildings facing the Heritage Conservation District. That is, buildings fronting the south side of Fort York Boulevard and on the corner blocks at Fort York/Bremner Boulevard and Bathurst Street.



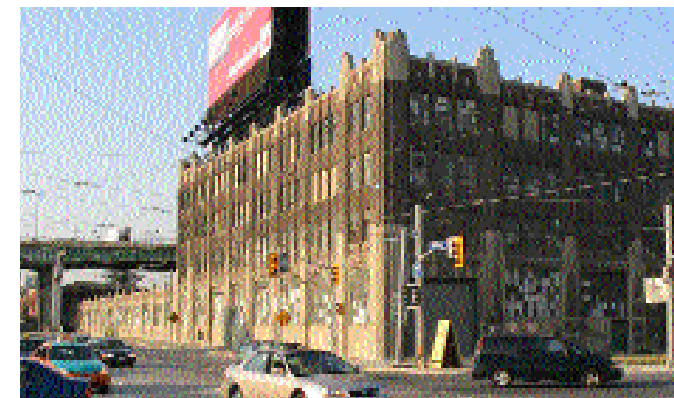
The Brick Magazine and Blockhouse No. 1, Fort York



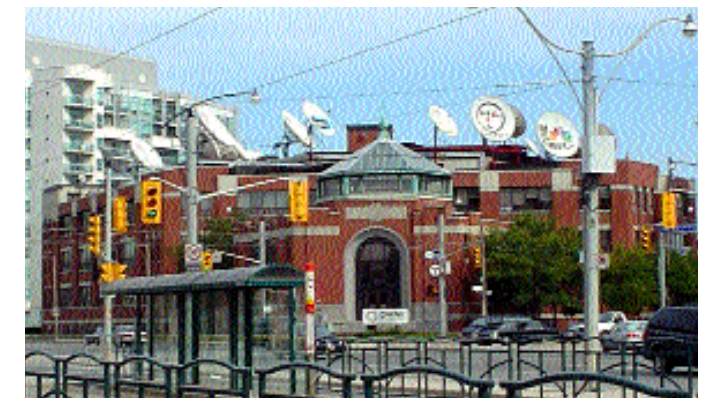
The Soldiers' Barracks behind the west rampart, Fort York



Tip Top Tailors building, Lake Shore Boulevard



Loblaws Warehouse building, Lake Shore Boulevard



Rogers building, Lake Shore Boulevard



Preliminary architectural study of Fleet Street frontage (City of Toronto)



Schematic architectural study of North Mews/Block 6A (Quadrangle Architects Limited)

THE PUBLIC REALM PLAN

Key Components

The Public Realm Plan for the Fort York Neighbourhood incorporates:

- **Historical Roots** – a landscape of public spaces that reflects succeeding generations of military, railway, industrial and post-industrial interventions of the waterfront.
- **Fort York** – the unique centrepiece of the neighbourhood – a place of local, national and international historic and cultural value and an important tourist/visitor destination.
- **Public Open Space Connections** – binding together the pieces of the waterfront’s Fort York Public Space District, linking to the Garrison Creek parks system that extends into the neighbourhoods to the north and continuing the linear parks and boulevards from the Railway Lands to the east.
- **A New Urban Boulevard** – Fort York/Bremner Boulevard, a new cross-town connector and the mainstreet spine of the Fort York Neighbourhood and others to the east. Its intersection with Bathurst Street defines the “four-corners” of the Neighbourhood.
- **Major North-South Street Corridors** – Strachan Avenue and Bathurst Street – important city/waterfront corridors that bridge the railways and could be anchored at the lake with “Foot of Toronto” places.
- **A North-South Park Street** – Dan Leckie Way (Portland Street) – a new connector street, edging the Community Park, and an important “park” street connection through the neighbourhood, and across Lake Shore Boulevard, to the Harbourfront community and the lakefront at Queen’s Quay.
- **Streetcar/LRT Lines** – improved Fleet Street LRT connecting to the Queens Quay Waterfront LRT and Union Station; and the Bathurst streetcar linking northwards to other major city transit and the Bloor subway.
- **New Rail Crossings** – the Fort York land bridge and the Draper Street pedestrian bridge provide new key links in the chain of parks and the city pedestrian and cycle network.
- **Streets and Blocks** – a fine grid of local streets and mews between the major city streets, oriented north-south to improve city/Fort/waterfront connections and views. Small development blocks which maximize street frontage and support a highly permeable, pedestrian neighbourhood.
- **Street-Related Buildings** – buildings which line the edges of the streets and public spaces, which give shape to the outdoor “rooms” of the neighbourhood and maximize the “eyes on the street”. Streets lined with the entrances, stoops, front yards and terraces of individual private residences and businesses as well as apartment lobbies which maximize the “feet on the street”.
- **Public Space Frontages** – continuity of building frontages on major and local streets and other public spaces, with building street walls that are sized to the scale, role and setting of each street.
- **Gore Park** – An important lakefront open space, redesigned for parkland uses and referencing the original shoreline and indigenous forest.

- **A Neighbourhood Park** – Link Park – the community’s local park and an important view corridor to and from the Fort.
- **Built-Form** – mid-rise buildings line the perimeter of each block and frame the streets and public spaces, and the private interior courtyards. Point towers set above these base buildings, spaced widely apart to provide sky views, located to reduce visual impacts on Fort York and to mark key places in the neighbourhood and on the waterfront.

The Demonstration Plan

The Demonstration Plan below graphically illustrates the application of the concepts, principles and guidelines of the Public Realm Plan for the various components of the Fort York Neighbourhood and the possibilities for connection and integration with streets, parks and public spaces of the surrounding areas.



The Public Realm Demonstration Plan

Streets and Blocks

The street pattern is a fine grid of local streets and mews between the major city streets. The north-south streets are generally orthogonal to the Toronto street grid, aligned to improve city/Fort/waterfront connections and views. Development blocks are sized to maximize street frontage and to support a highly permeable, pedestrian neighbourhood.

- Local streets and mews within the neighbourhood have 16.0m or 20.0m ROWs to match their residential scale and meet the appropriate engineering standards.
- Streets B and C are paired one-way streets on either side of the Link Park and have 15.0m ROWs.

Street Rights-Of-Way

Right-of-Way (ROW) dimensions reflect the various types of streets.

- The major streets have 30.0m or 30.5m ROWs. As city arterials they accommodate higher traffic volumes, transit and wider sidewalks.

Easements and Setbacks from Gardiner Expressway

Fleet Street

- A 4.0m sidewalk easement has been established along the south boundary of Blocks 3B, 5 and 7

to ensure an adequate sidewalk width on the north side of Fleet Street. (This easement applies to above-ground structures).

Garrison Creek Trunk Sewer

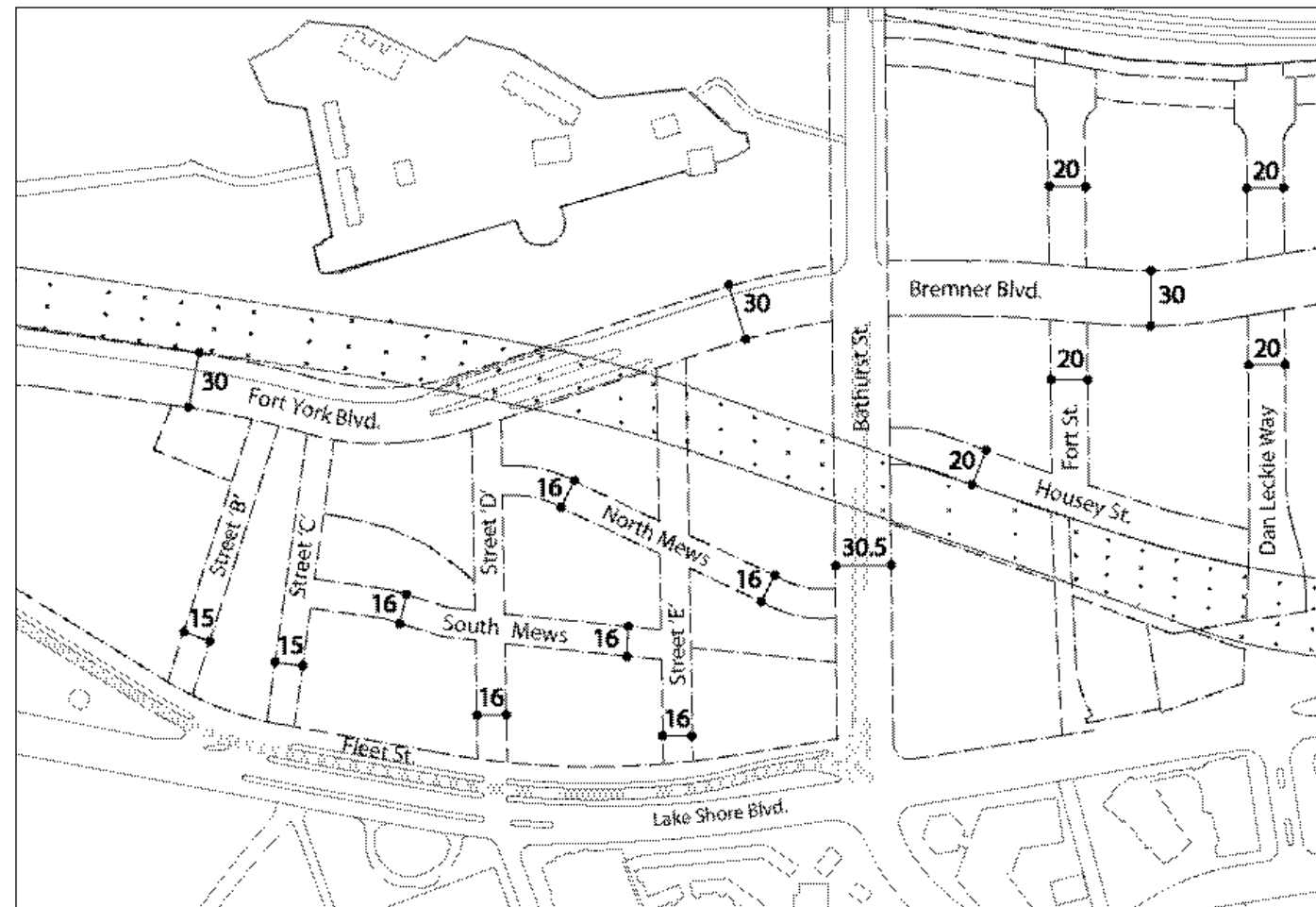
- The trunk sewer crosses diagonally through the site and establishes the alignment of the North Mews. A minimum clearance of 1.8m is required between the outside wall of the trunk sewer and the property line of the North Mews. This dimension ensures that the sewer can be accessed for repair or reconstruction without encroaching on the adjacent property.
- The top of the Garrison Sewer is located approximately 2m below the current grade and is not expected to interfere with utility connections or tree planting.

Mid-block Pedestrian Link from South Mews to Bathurst Street

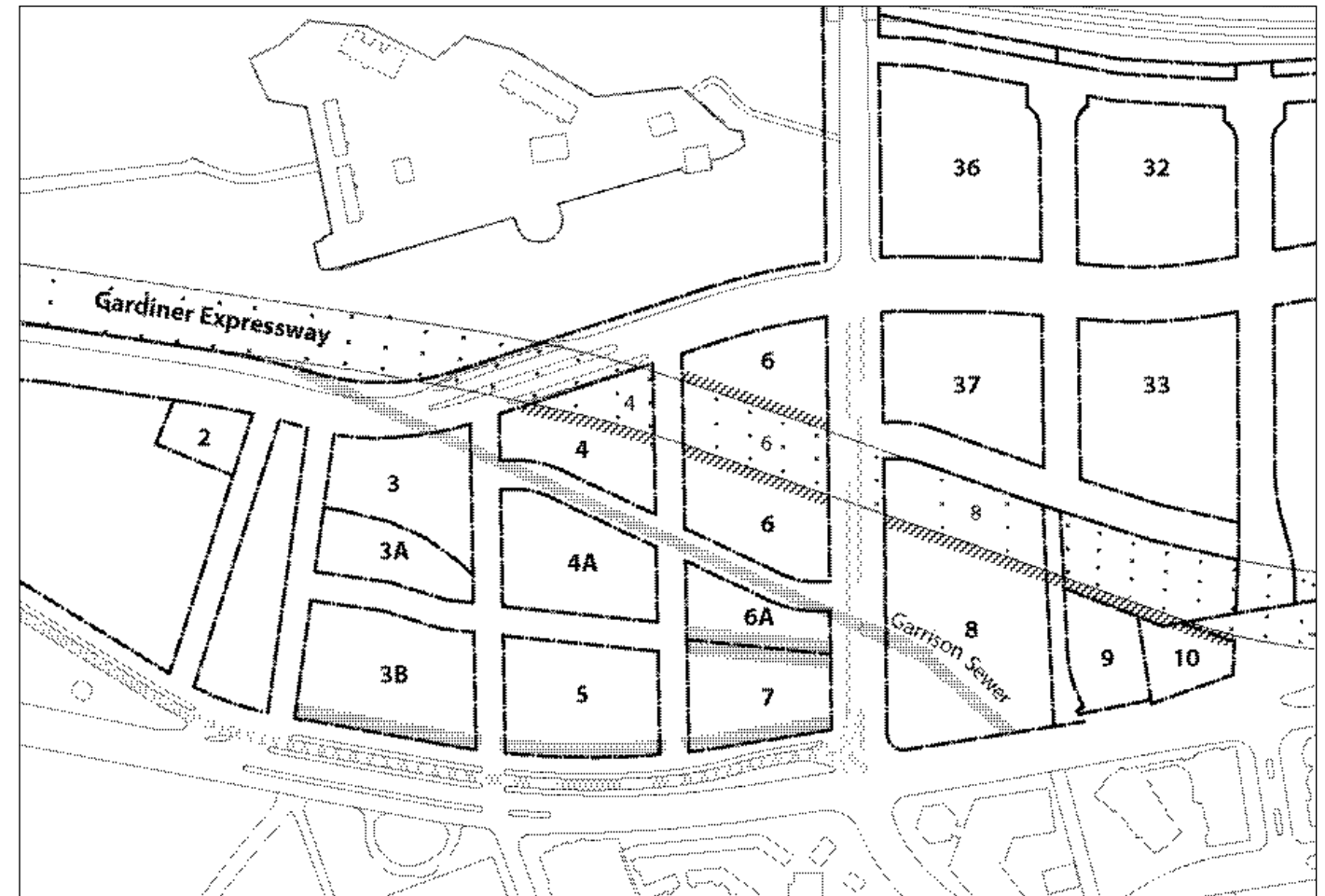
- An easement has been established between Blocks 6A and 7 to accommodate a pedestrian walkway from South Mews to Bathurst Street. The walkway will remain privately owned with 24/7 public access.

Gardiner Expressway

- Buildings must be setback a minimum of 5.0m from the Gardiner Expressway ROW.
- Access to the 5.0m setback area must be provided to allow for the maintenance (and possible future dismantling) of the expressway structure.



Street Rights-Of-Way (Dimensions in Metres)



Development Blocks - Easements, and Setbacks from Gardiner

Setback from Gardiner

Buildings on the Streets

Base Building Heights

Maximum building heights for most of the development blocks have been established in the Secondary Plan and implementing Zoning By-laws.

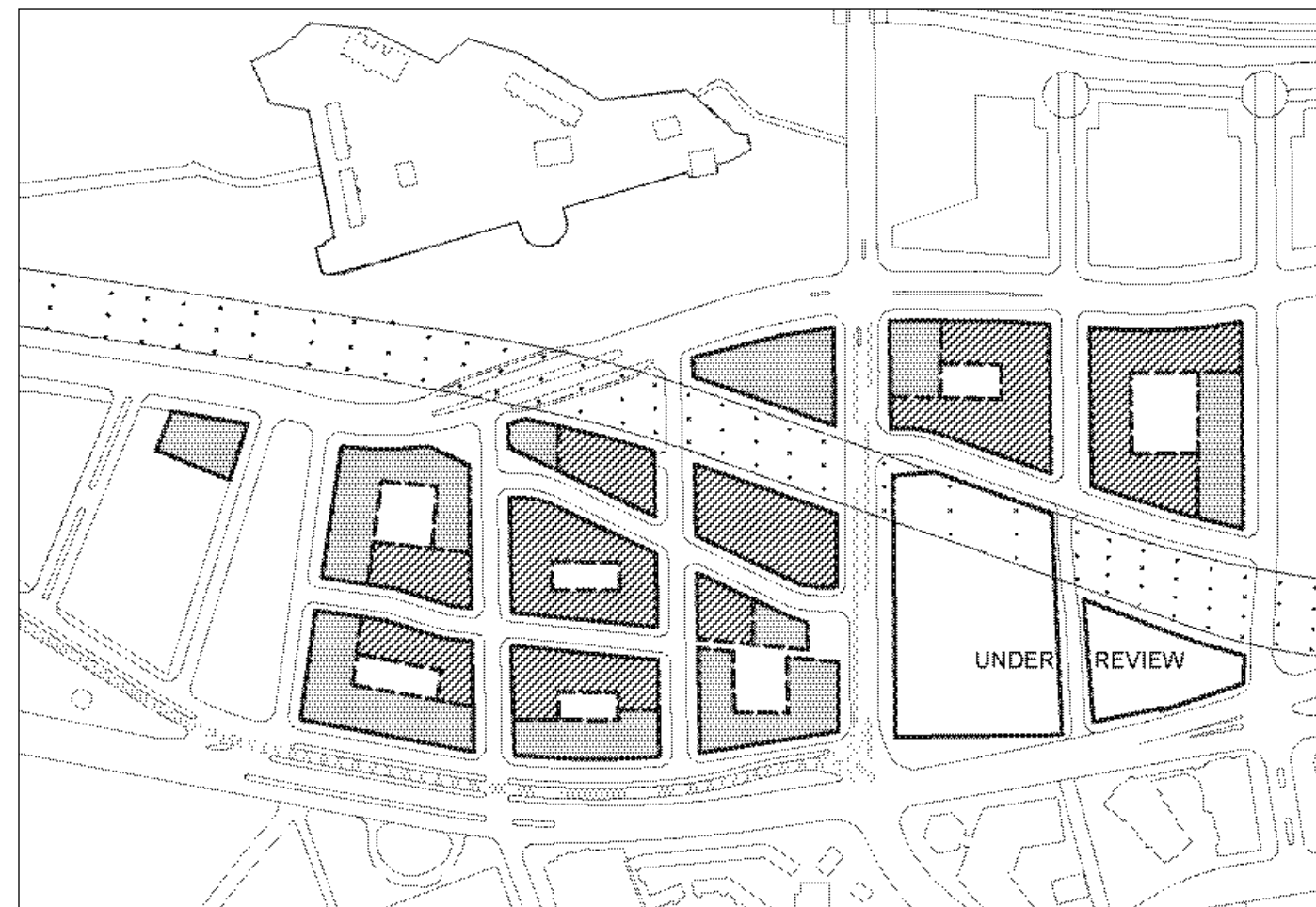
The general principle for the establishment of building heights is:

- a series of base buildings which line the streets at the perimeter of each block with the highest on the major frontages and the lowest on the local internal streets;
- higher corner elements at landmark locations;
- point towers above the base buildings increasing in height away from Fort York.

Below is a diagram showing the general pattern of the approved heights of the base buildings at the perimeter of each block with height expressed as numbers of storeys. This diagram is included for general explanatory purposes.

Blocks 8 and 9/10 are the subject of an application by the owner, and the height provisions in the Official Plan are under review by the City.

The shape of the development on Block 36 is conceptual only and will be subject to further review.



Generalized diagram of Base Building Heights

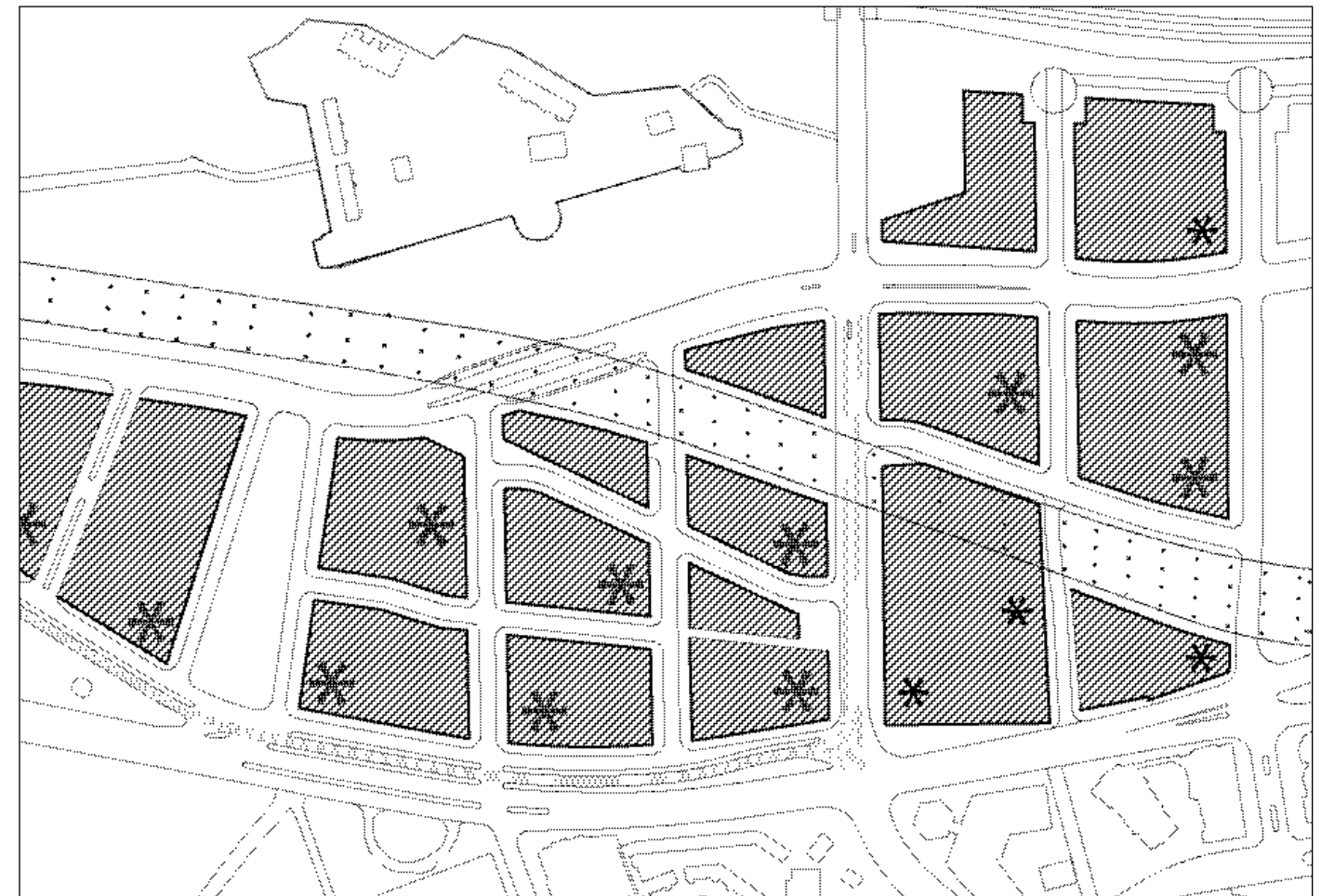
/// Low-rise (4-6 storeys)
 ■■■ Mid-rise (7-15 storeys)

Point Towers

The location, heights and maximum floor plate sizes of the point towers have been established in the Secondary Plan and Zoning By-law. The general location of the towers is illustrated below.

- Point towers on the major streets (Fleet Street, Lake Shore Boulevard and Bathurst Street) are expected to be visually "grounded", particularly at the corners of the blocks, and integrated with the base buildings. That is, they may be expressed architecturally as a shaft or column between the base buildings, extending from ground level to roof cap.

- Point towers on the local neighbourhood streets, including Dan Leckie Way, should be stepped-back from, and defer to, the street walls in order to minimize the direct presence of the towers on the streets.
- Towers in the Fort York Neighbourhood should be slender in width to maintain the broadest possible views between buildings. To that end, tower floor plates are regulated in the Zoning By-laws for individual development blocks.



Point Tower Locations

* Point Tower
 * Potential Tower

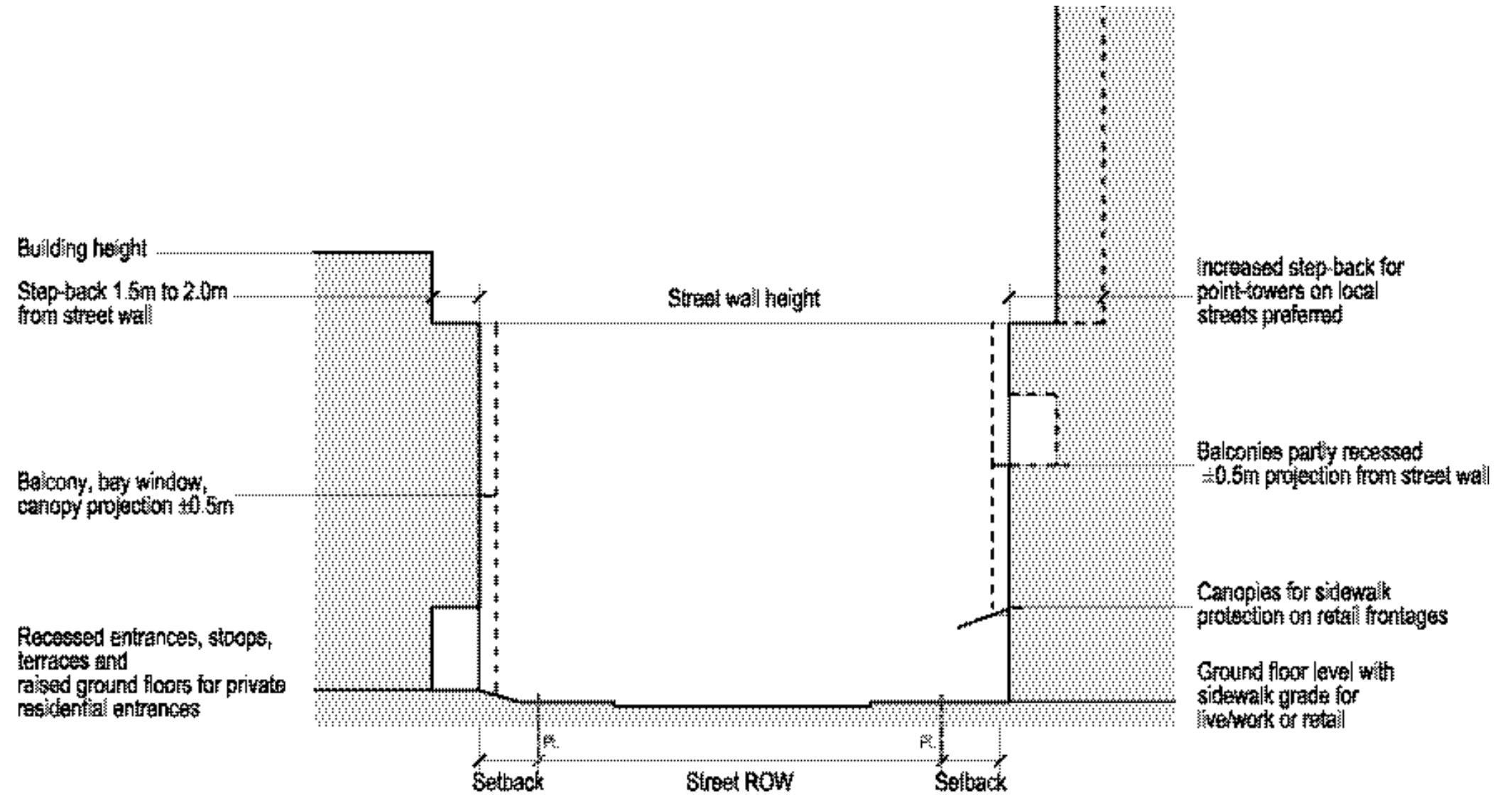
The Anatomy of the Street

The component parts of the street should be thought of and designed comprehensively.

The basic framework of a street is made-up of the public street right-of-way (ROW); the setback area which is private territory and acts as the transition between public and private; and the building walls which provide the vertical dimension of the street space.

This framework can be modelled, articulated and furnished to create a complete public space that is practical and commodious for its residents, and both legible and attractive to its visitors.

This diagram illustrates the component parts of the street that are referred to in this Public Realm Plan – the basic framework and important parts of its articulation that shape the street space.



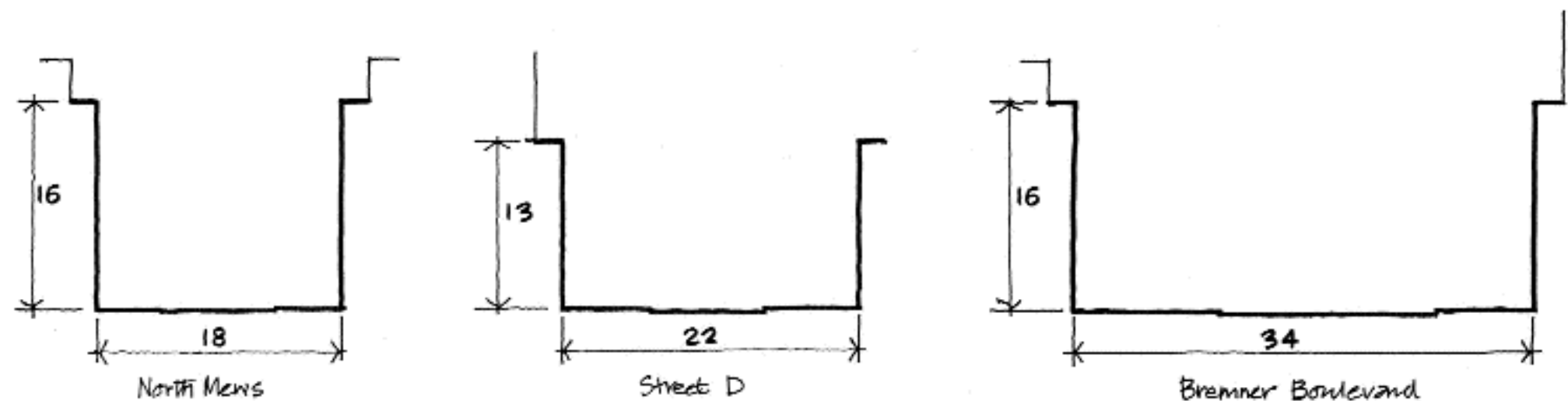
The Anatomy of the Street

Street Proportions

The various types of streets should have different spatial proportions, as well as varied streetscape patterns, to reflect their roles in the neighbourhood.

The proportion is the width of the street in relation to the height of street wall.

The proportions vary according to the role of each street. For example, the north-south local streets, which are quiet residential streets and important view corridors, are wider in proportion to their height (almost 2:1) while the North Mews, which is intended to be more enclosed and urban, has a width to height proportion of almost 1:1. Bremner Boulevard, the principal mainstreet boulevard, is more open, with broad and generously planted sidewalks and has a width to height proportion greater than 2:1.



Comparison of the proportions of North Mews, Street D and Bremner Boulevard

Building Setbacks

Setbacks from the front property lines have been established for the principal street walls of the buildings on each of the streets. The setbacks vary according to the desired spatial proportion of each street.

The street walls of buildings should generally be built to the setback lines.

No mandatory build-to lines have been established. However, street walls located at the setback lines are encouraged in order to provide consistency in the alignment of the street edges from one block to another. This applies particularly to the local residential streets and mews, and Fort York Boulevard/Bremner Boulevard where visual continuity is appropriate.

Street Wall Heights

Street walls should be established along the frontages of the base buildings. The top of the street walls should be clearly articulated and the heights consistent with the spatial proportion of each type of street.

The street walls are the prominent or principal faces of the buildings lining the sides of a street. Their heights effectively establish the height of the street space.

Street wall heights have been determined in relation to the scale of each street. The street wall heights are in three groupings:

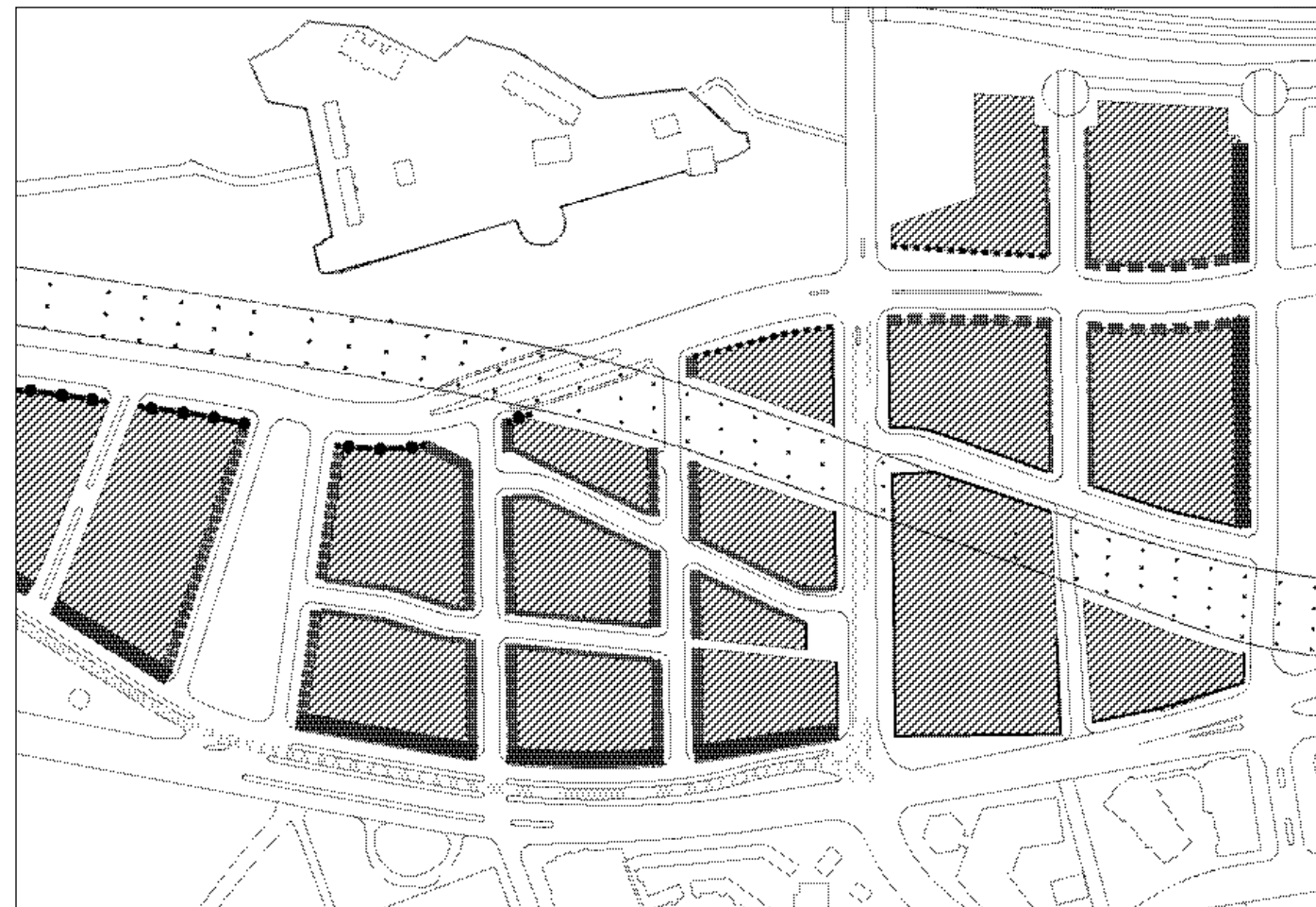
- Major streets which have 7 to 9 storey high street walls;

- Local streets and Mews which have 4 to 6 storey high street walls; and
- Bremner Boulevard, which is a continuation of the Railway Lands West street proportions, has a consistent 5 storey high street wall.

The diagram below illustrates the street wall heights for each of the development blocks. Appendix A sets out, in greater detail, the building profiles for each street, including the street walls.

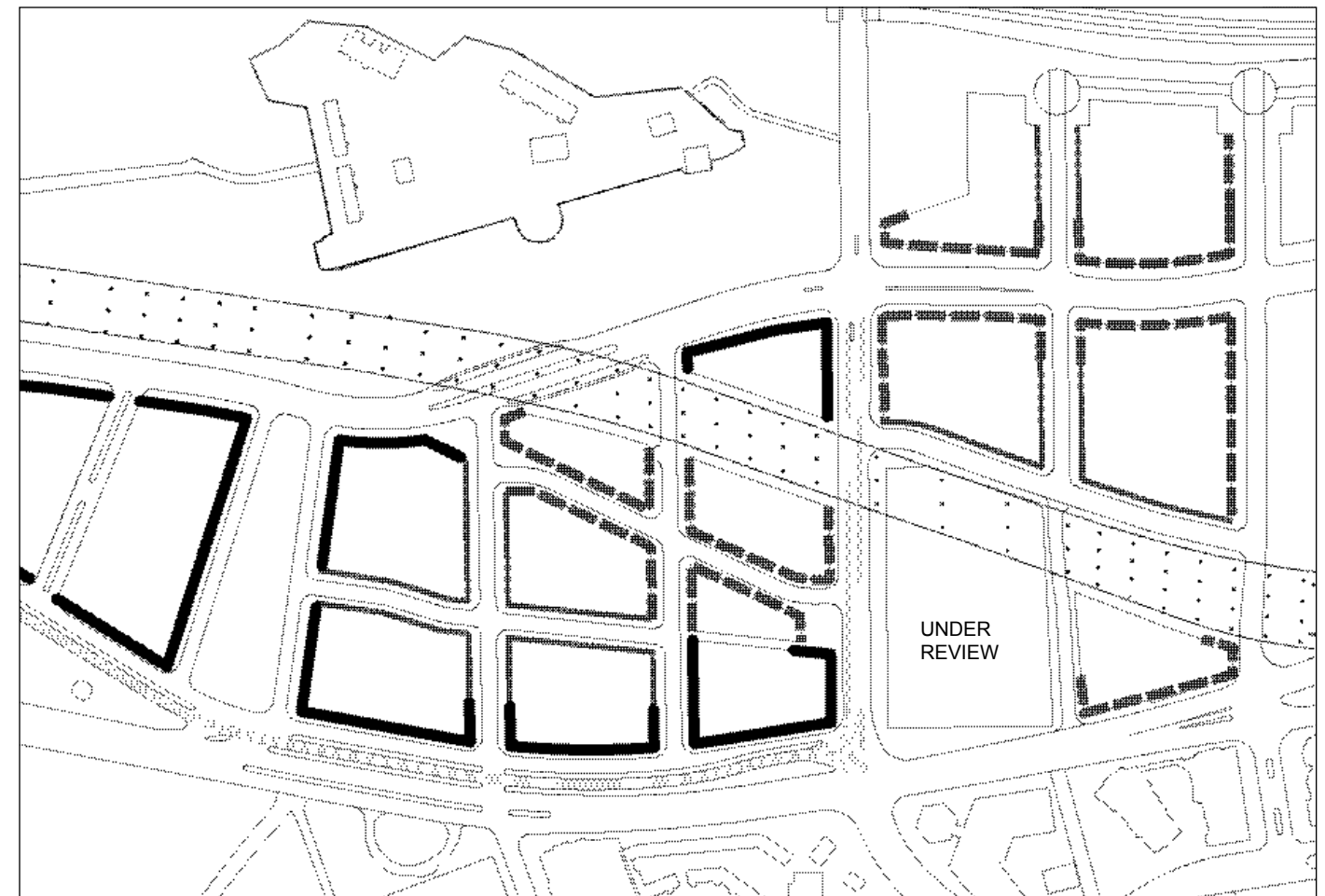


King Street East, Toronto



Building Setbacks from Street Property Lines

- | | | |
|-------------|-------------|---------------------|
| ——— 0.0 m | ##### 2.5 m | varies |
| ~~~~~ 1.0 m | ##### 3.0 m | ●●● 7.5 m from curb |
| ### 2.0 m | ##### 4.0 m | to building face |



Street Wall Heights

- | | |
|-------|-------------|
| ~~~~~ | 4-5 storeys |
| ##### | 5-6 storeys |
| ———— | 7-9 storeys |

Street Wall Definition

Base buildings which are higher than the preferred street wall height should be stepped back, or articulated at the top of the street wall, in such a way as to ensure the visual primacy of the street wall.

In general, a step-back of at least 1.5 to 2.0 metres is the preferred means of achieving a clearly discernable top to the street wall. These dimensions also provide sufficient space for small roof terraces in the step-back areas.

Minor step-backs, projecting cornices, changes of material or other architectural elements may be used to define the street wall of taller buildings but are considerably less effective, particularly in cases where building façades can be seen from a wide angle.

Breaks in the street walls within the development block, should have plantings, walls, archways, fences, etc. in order to define the spatial edge of the streets.



Street Wall with large step-back - Queens Quay, Toronto

Balconies, Terraces and Bay Windows

Private balconies, outdoor terraces and bay windows should be integral to the overall form and design of the buildings.

In relation to the street walls, their design should be guided by the following:

- Balconies on the street walls to be partly or fully recessed from the face of exterior building walls with approximately 50% of their perimeter contained by the exterior walls of the building;
- French balconies and bay windows are encouraged on street walls of local streets and mews;
- Projection of balconies on the street walls of local streets and mews to be limited to approximately 0.5m;
- Private terraces are encouraged at the step-backs of the upper levels of buildings, and in combination with the stoops of townhouses at the base of apartment buildings;
- Balconies or terraces should not project beyond the street property line (except grade level stoops/terraces on Fort Street, which will require an encroachment agreement).



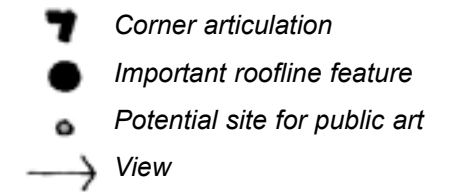
Balconies integral to the building - Arbutus Industrial Lands, Vancouver

Corners and Prominent Sites

Buildings on corners and in other prominent locations should have special architectural treatment and emphasis.

- Be articulated, or have special wall or roof line features, to emphasize their prominent location;
- Exploit the special landmark opportunities of particularly prominent corners such as: at the intersection of two major streets, at a significant bend in a street or at the terminus of a long view. This may be achieved with a higher corner building element, changes of material and/or retail emphasis of the corner;

- Exploit the unusual qualities of an angular street geometry with unconventional building forms, such as a 'flatiron' building, and by developing complementary public spaces;
- Develop "paired" corner buildings on either side of a street to emphasize a sense of entry or to distinguish one part of the street from another;
- Site public art elements to mark and articulate special corner sites.



Corners and Prominent Sites

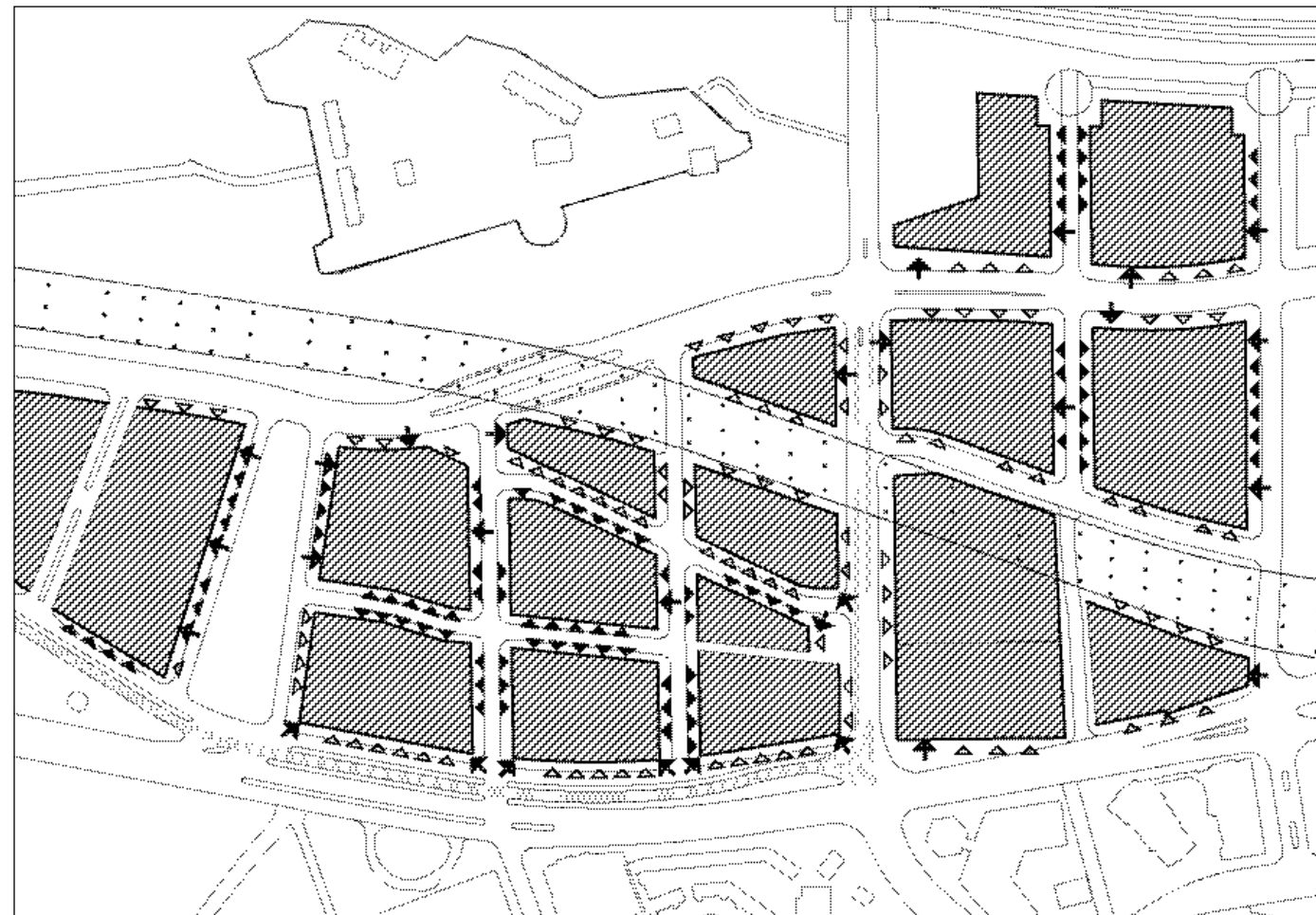
Entrances

Grade-related street entrances to individual residential, live/work or commercial/retail units should be provided on street frontages throughout the neighbourhood.

All buildings should be designed to have multiple entrances, accessed directly from the street.

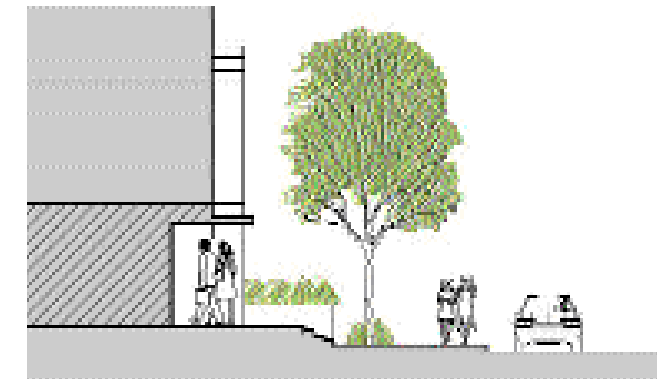
Three types of building entrances have been established:

- Residential entrances – associated with access to townhouses, either freestanding or at the base of buildings. It is important that the ground floors be raised above the sidewalk (4 or 5 steps) in order to create a separation between the passer-by and the resident and enhance privacy of the lower units. These entrances should be spaced frequently and combined with steps, terraces or stoops.
- Residential Lobby entrances – should take up a limited part of the street frontage. Ground floors to be level with sidewalk grade, or accessed by a ramp in order to meet accessibility requirements. Entrances to lobbies will be reviewed as part of Site Plan approval with respect to the safety and operation of roads and intersections nearby.
- Live/Work and Retail entrances – should be level with sidewalk grade in anticipation of retail uses, and subsequent need for full accessibility.

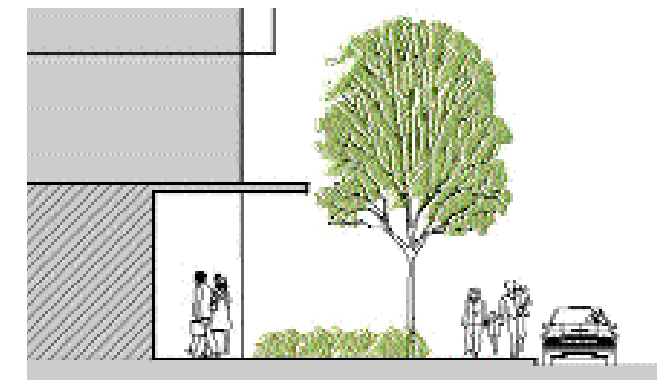


Entrances

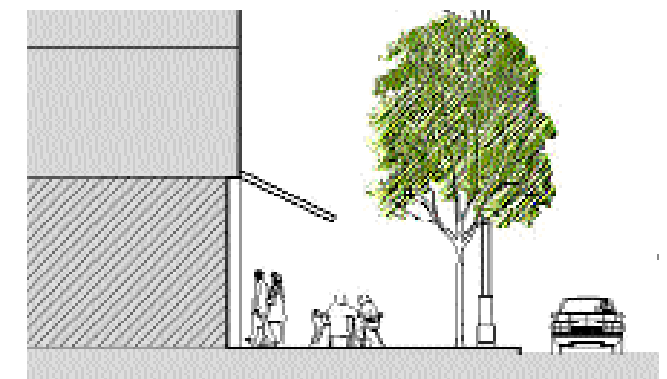
- ▶ Residential
- ▶ Residential Lobby
- ▶ Live-work / Retail



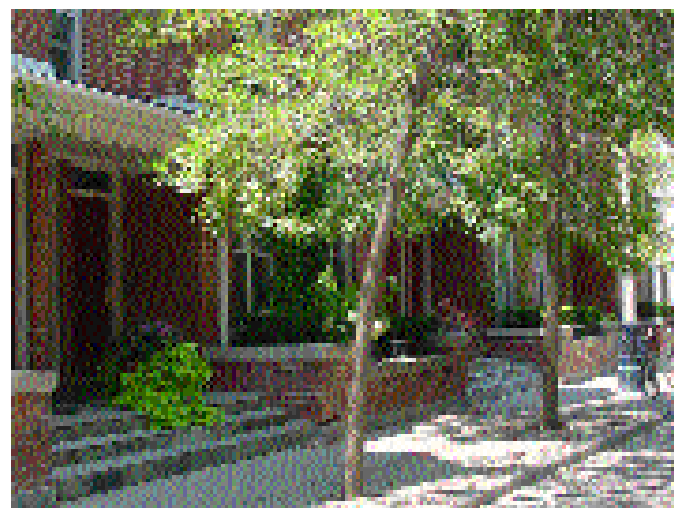
Individual residential entrances



Residential lobby entrances



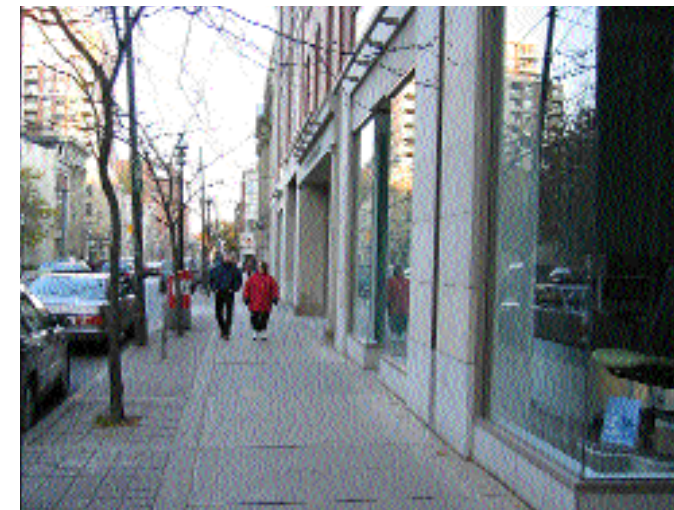
Retail (or Live-work) entrances



Townhouse entrances – St. Nicholas Street, Toronto



Lobby entrance – King Street East, Toronto

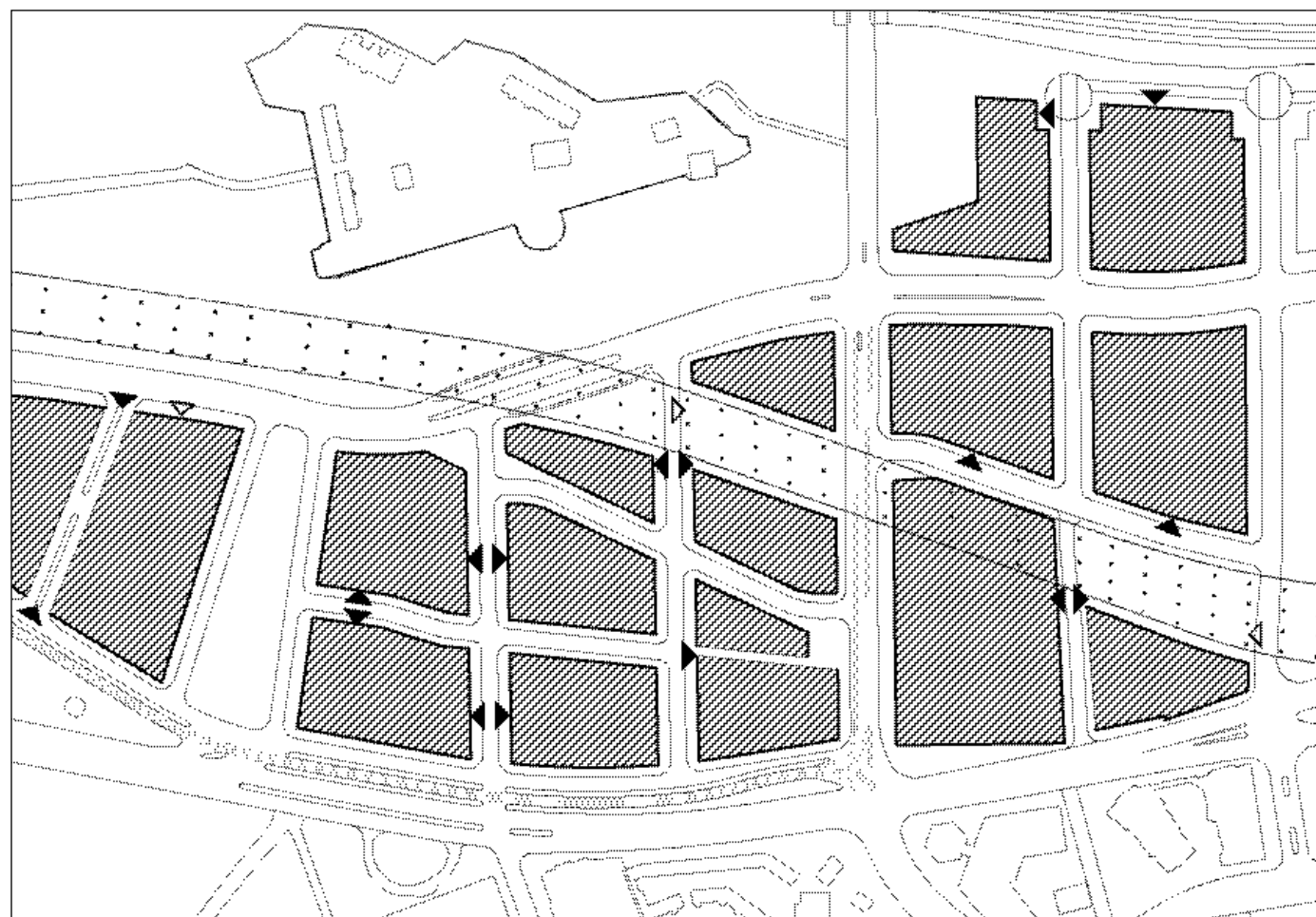


Retail entrance – King Street East, Toronto

Parking and Service Entrances

Parking and service areas should be in the interior of the blocks and accessed from local streets. The vehicular entrances should be integrated with the design of the buildings' street walls.

- Vehicular entrances should be consolidated to serve multiple buildings within each block in order to minimize the number of interruptions in the street wall and to reduce the number of potential conflicts with pedestrians and cyclists.
- Vehicular entrances designed as portals or archways which do not unduly break-up the continuity of the street wall, are encouraged.
- Where parking access and service areas are located in courtyards, the buildings and landscapes should be designed to minimize the visual and noise impacts on the quality of the outdoor space.
- Service access should not front onto Fleet Street, Bathurst Street, Bremner Boulevard or the Link Park.
- Service access across the lands under the Gardiner is under review with respect to sightlines and other safety issues.
- It is the City's preference that access to Block 2B be via easement from the adjoining landowner's property, rather than from Fort York Boulevard, if possible.



Parking and Service Entrances



Service access integrated with retail frontage – King Street East, Toronto



Parking and service entrance – Jarvis Street, Toronto



Service lane entrance integrated with residential day-care frontage – Market St, Toronto.

Street Designs

All streets in the neighbourhood should be designed as public spaces which have a strong sense of spatial enclosure, meet the appropriate engineering standards, and support a wide range of social/ recreational activities.

It is often assumed that the main purpose of streets is to accommodate the movement of vehicles, and to provide for the routing of public utility lines. Most current standards and criteria for the design of streets reflect those priorities.

Beyond their utilitarian purposes, streets have many other equally important dimensions. Streets are highly valued civic spaces as settings for public social life and activity.

Streets as Public Spaces

Streets should be seen as 'urban rooms' with floors, walls, ceilings or canopies, and furnishings. The quality of this space relies heavily on the attention given to the design, materials and finishes applied to the area that is closest to the pedestrian.

- Provide coherent street walls, street trees, and other elements which give enclosure to the street spaces;
- Provide clear (and possibly subtle) indications of what is public and what is private, in the choice of paving, walls, steps, materials, planting, etc.

Streets as Engineering

Engineering standards should be appropriate to the type and use of the particular streets.

- Dimension traffic lanes, intersection geometries, and other vehicular traffic design standards to be consistent with the type and multi-purpose use of each street;
- Coordinate and consolidate underground utilities to ensure operational and maintenance efficiency and the protection of undisturbed areas for tree planting;
- Provide for the extension of private underground structures where appropriate.

Streets as Settings

The best streets are supportive settings for a wide range of social and recreational activities - places for sidewalk games, cycling, strolling, walking the dog, porch sitting, people watching, window shopping and unplanned social encounters that make for good gossip, news gathering and conversation. Residents will often use their place on the street as a means of personal expression and a display of their horticultural prowess. Merchants use displays to inform and entice potential customers restaurateurs expand their seating capacity in the summer months with outdoor café seating.

The necessary support for these kinds of activities requires careful design coordination for example:

- Allow for on-street parking;
- provide minimum necessary pavement dimensions on local residential streets to encourage low traffic speeds;
- Provide uninterrupted sidewalk dimensions that allow two pedestrians to pass or to walk side by side;
- Provide paving surfaces, catch basins, grates, etc. that are not hazardous to pedestrians or cyclists;
- Provide tree canopies over sidewalks for summer shade;
- Provide stoops, canopies, porches, terraces etc. to encourage residents to linger outside the entrance to the homes.

The First Five Feet

The area between the sidewalk and the building is where, in established Toronto residential neighbourhoods, one usually finds gardens and other elements that are, cumulatively, a source of richness and liveliness in the landscape of the street.

The design of this area should reflect the type of uses at the ground level, provide the opportunity for personal presentation, and perform the transition between the public and private realms.



The 'First Five Feet' on Collier Street, Toronto

The First Couple of Floors

The lower storeys are in the central cone of vision of a person on the street, and are the most critical in defining the quality and purpose of the buildings. The lower levels of the buildings should be well designed and executed with high quality materials and finishes. There should be many windows at the observable level of the street to provide 'eyes on the street', and there should be frequent private entrances to ensure the comings and goings of many 'feet on the street'.

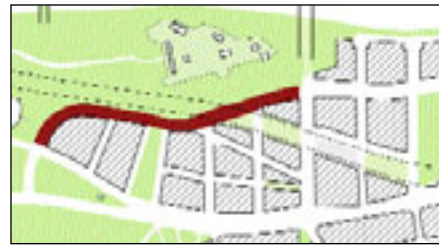


The 'First Couple of Floors' at Battery Park City, New York

The following pages present the concept designs that have been developed for the various streets in the Fort York Neighbourhood. The layout and combination of elements of each street is presented in cross-section and part-plan together with precedents, drawn from Toronto and other cities, which illustrate the character and qualities provided for the Public Realm Plan.

The street cross-sections shown in this Plan are conceptual only and will be finalized at the detailed design stage.

Fort York Boulevard

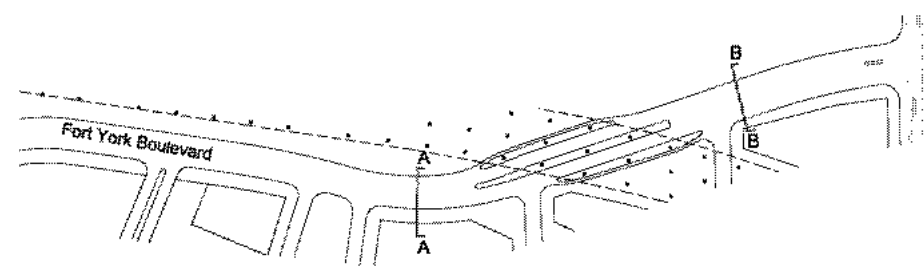


Fort York Boulevard is the main "spine" and identifying street of the Fort York Neighbourhood, and the address of Fort York. It is a major city boulevard, lined with wide sidewalks, multiple rows of trees and entrances from adjacent buildings.

Fort York Boulevard currently goes from Lake Shore Boulevard to Bathurst Street. With the construction of Bremner Boulevard, it will extend through the Railway Lands West Neighbourhood to the Air Canada Centre on the east.

The Public Realm Plan proposes a strong building and planted frontage towards Fort York, through the implementation of a generally continuous 7-storey street wall along the south side and dense planting within the setback areas. The ground floors of the buildings should be level with the sidewalk grades.

The space under the Gardiner Expressway at Block 4 has the potential to become a plaza-like area, relating to the street and fronted by the adjoining building.



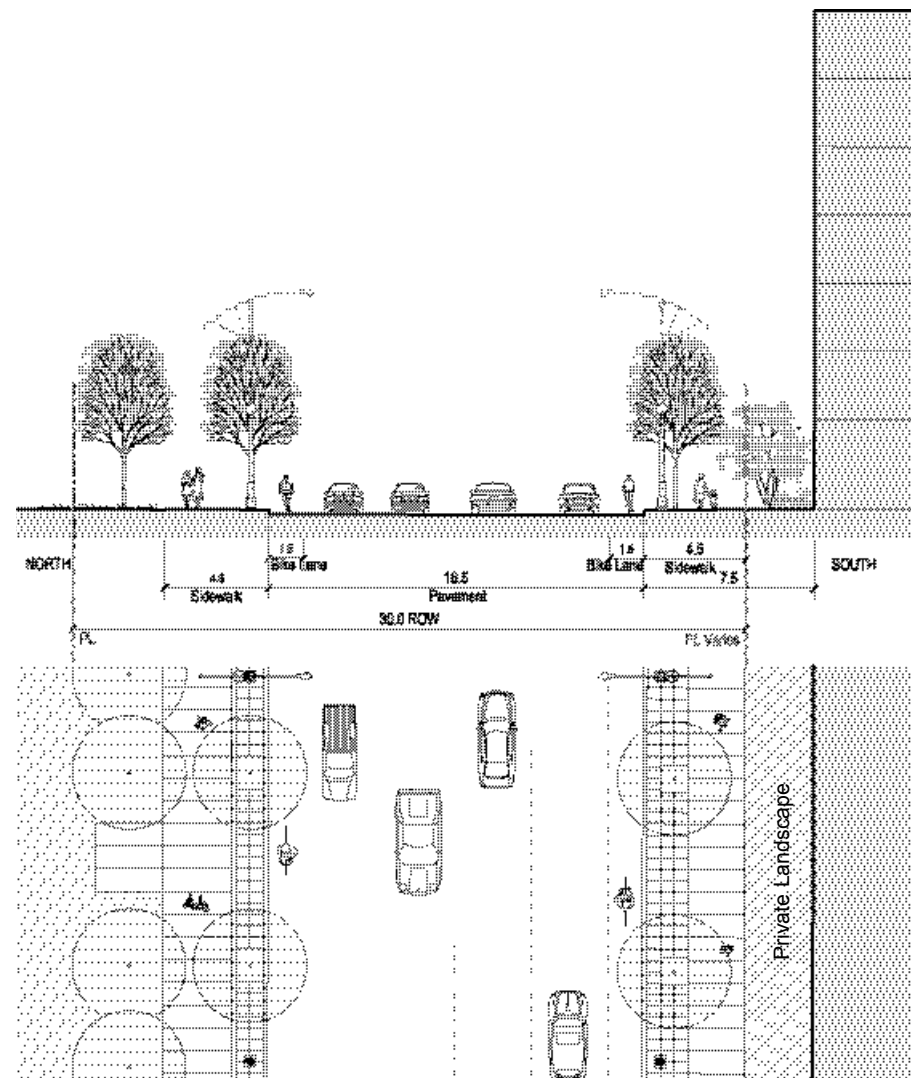
Fort York Boulevard, close to Bathurst Street, looking west



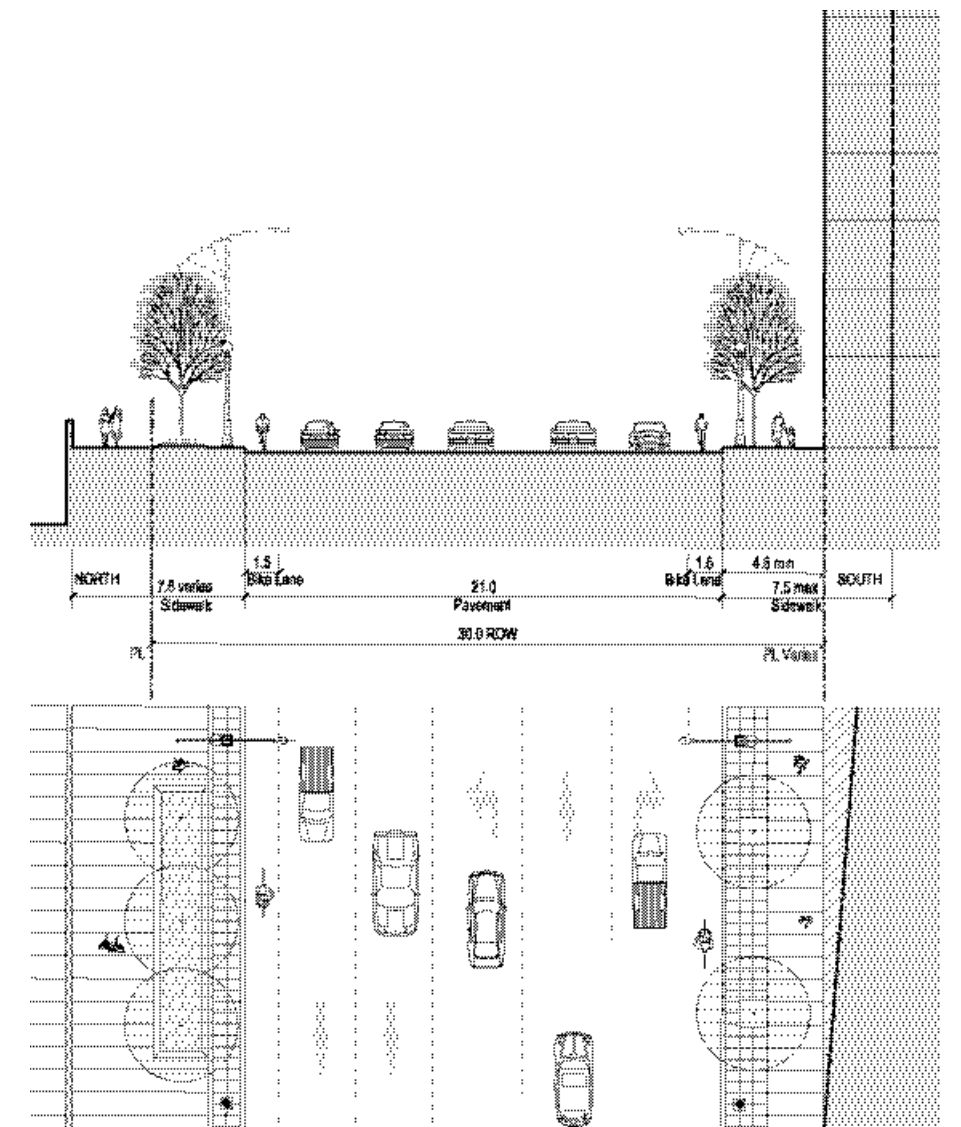
Fort York Boulevard, looking west



Market Square, on Front Street, exemplifies the expected 7-storey street wall for Fort York Boulevard



Section-Plan A-A, west of Street D



Section-Plan B-B, between Street E and Bathurst Street

Bremner Boulevard



Combined with Fort York Boulevard, Bremner Boulevard will be the main east-west "spine" of the Fort York and Railway Lands West neighbourhoods. It will be an active pedestrian urban street lined by wide sidewalks, multiple rows of trees, and frequent entrances to buildings.

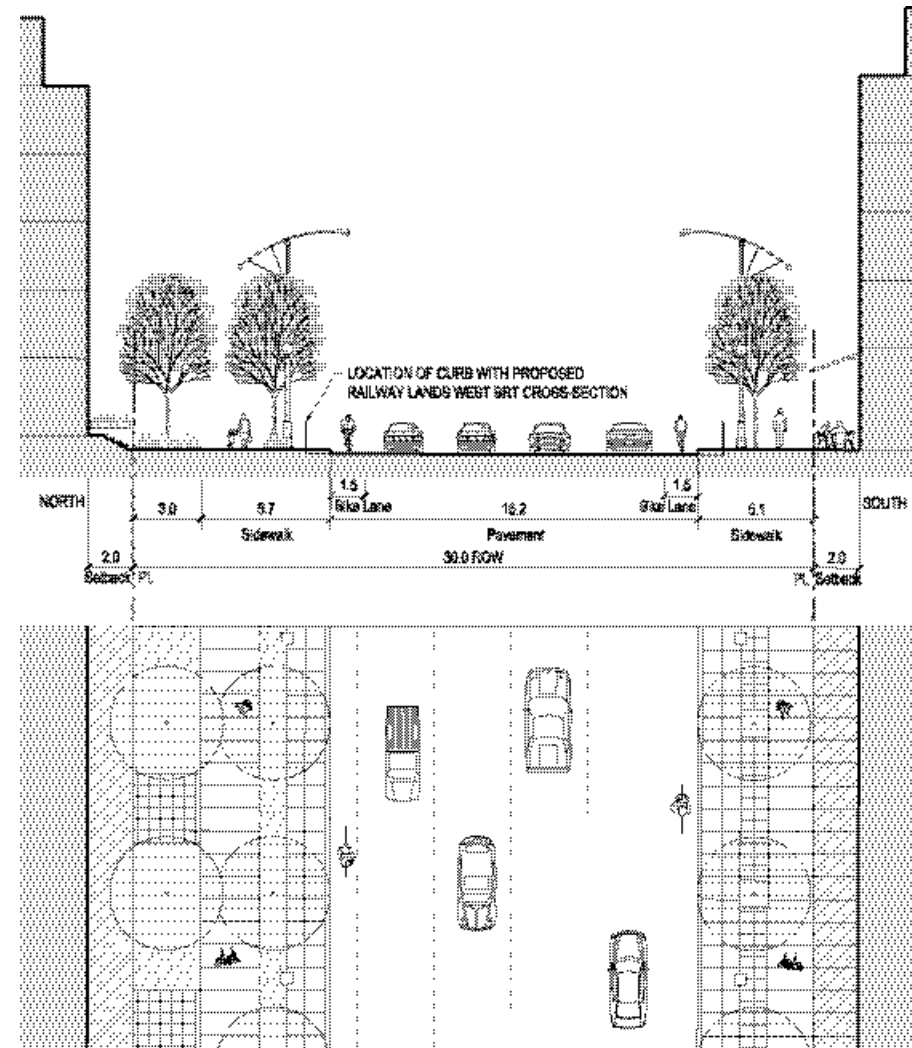
The Public Realm Plan deals specifically with the section between Bathurst Street and Dan Leckie Way (Portland Street). The design addresses the concepts contemplated in the Railway Lands West Public Realm Plan:

- four lanes of traffic with on-street cycle lanes;
- the potential future introduction of Bus Rapid Transit (BRT);
- the offset of the road pavement within the right-of-way, to allow a wide sidewalk along the sunnier, north side of the street;
- 5-storey street wall built to the setback.

Along Block 32, the north sidewalk has a double row of trees placed in soft-planted areas, while along the south side the sidewalk is narrower with a single row of trees. The trees and lights are located about 2.5m away from the curb to permit the potential widening of the pavement to accommodate BRT. Along the south side of Bremner Boulevard, along Blocks 33 and 37, there is potential for commercial/retail uses with shops entered directly from the street, and associated outdoor activity.

On the frontage of Block 36, it is anticipated that a wider pavement will be required for additional turning lanes. Here, the building setback is increased towards the Bathurst corner (to maintain an approximate dimension of 10m from curb to building face), and the sidewalk has a single row of street trees, which mirrors the planting on Fort York Boulevard.

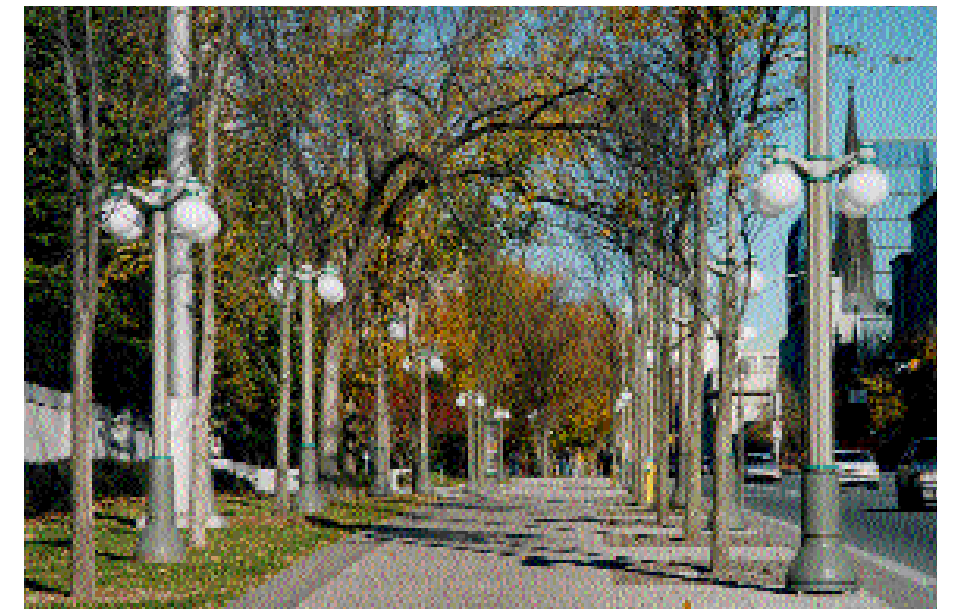
The final design of this portion of Bremner Boulevard (studied within this Public Realm Plan) is subject to a current Municipal Class Environmental Assessment.



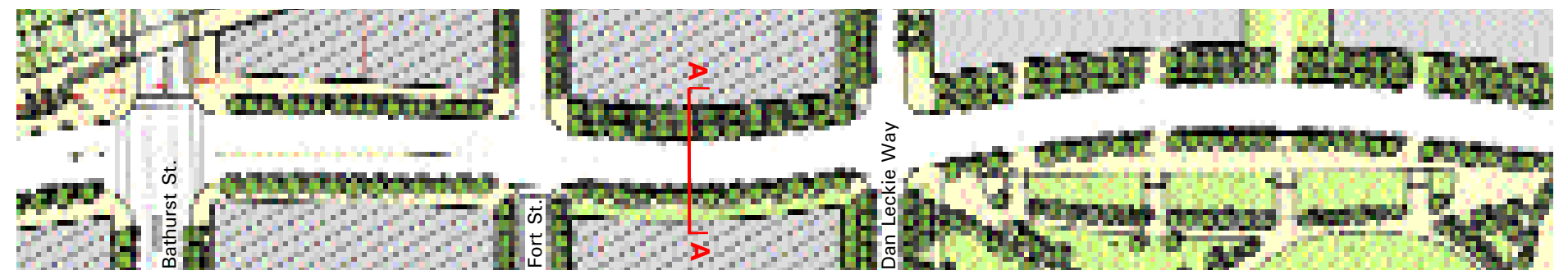
Section-Plan A-A, between Fort Street and Dan Leckie Way



Study Sketch of Bremner Boulevard, looking west (City of Toronto)



Wellington Street, Ottawa



Detail of Demonstration Plan

Bathurst Street



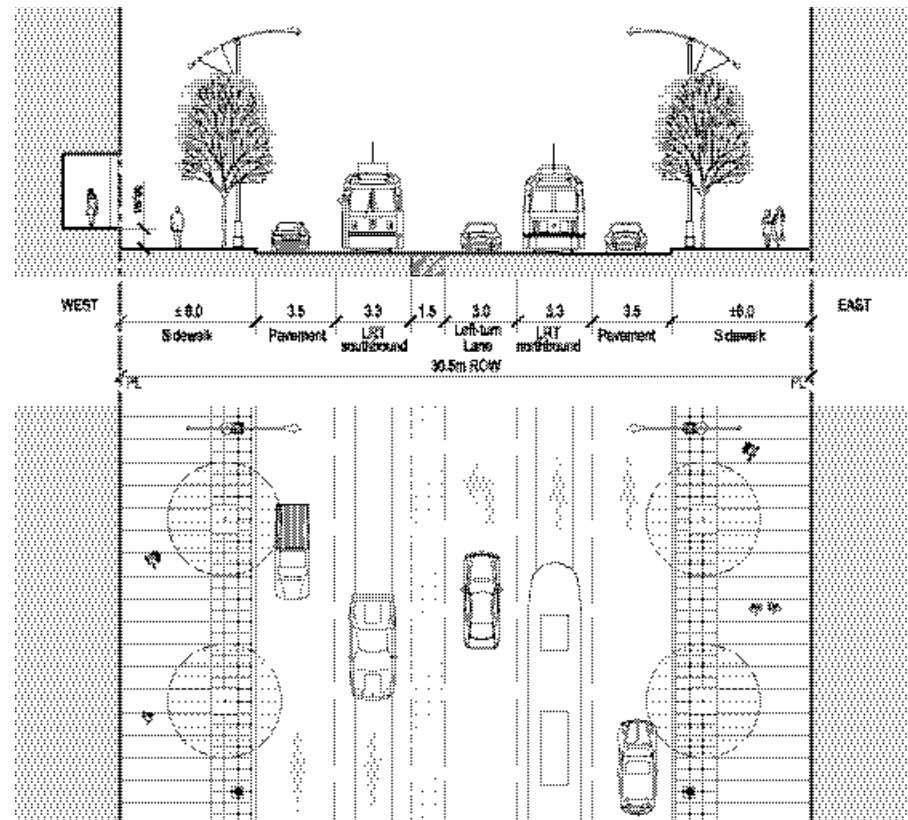
Bathurst Street is an important north-south street that links the city to the waterfront. Sidewalks and planting should be improved in context of existing heritage features.

The Public Realm Plan proposes that a 5 to 9-storey street wall and wide treed sidewalks be implemented in order to mark the importance of this street as a major public space and reduce the prominence the Gardiner Expressway. The streetcar tracks are set apart to permit the introduction of a central turning lane and access to future east-west streets. The sidewalks are 6 to 8.5 metres wide and shown with a consistent row of trees on the west sidewalk and one or two rows on the east side, depending on the space available.

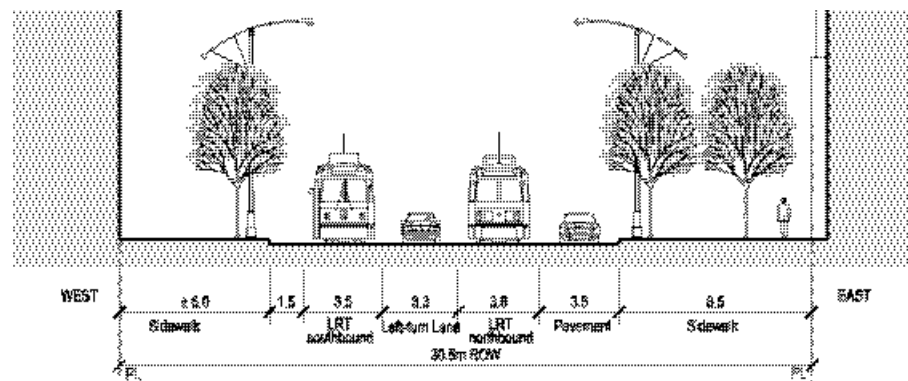
An important design constraint is the sightlines in relation to the Gardiner columns just south of Housey Street. The configuration of the Bathurst and Housey Street intersection must be addressed at the detailed design stage.

While it is feasible to introduce bike lanes on Bathurst Street, this option should be balanced with the need to provide generous sidewalk widths and accommodate tree planting. The proposed cycle route on Dan Leckie Way provides an alternative north-south route.

Special architectural/streetscape design attention is required to achieve at-grade building entrances from the steeply sloping sidewalks in adjoining Blocks 6 and 37 at the Bathurst/Fort York/Bremner intersection.



Section south of Fort York Boulevard



Section north of Lake Shore Boulevard



Bathurst Street, looking south



Entrecampos Railway bridge, Lisbon



Aerial of Bathurst Street looking north



There should be street wall continuity on the east side of Bathurst Street under the Gardiner



Parc de Clot, Barcelona



The existing railing should be kept or used locally.

Fleet Street



Fleet Street will be a strong identifying street for the Fort York Neighbourhood, in relation to Lake Shore Boulevard West and the waterfront parkland. The building and planted edge should address the long views from the west and south, as well as the local pedestrian and transit frontage of Fleet Street.

The key design concept is to improve Fleet Street as a local neighbourhood street by buffering the edge from Lake Shore Boulevard West. The proposed planted median will divide traffic flows, provide a pedestrian refuge, and help reduce the scale of the street.

The various studies and options developed within the Public Realm Plan test a range of combinations of Light Rail Transit (LRT), traffic lanes, parking and sidewalk dimensions. Any reconfiguration of Fleet Street would be fully reviewed as part of an Environmental Assessment.

The concept shown here reflects Community Council's direction for enhanced landscaping, improved appearance of Fleet Street, and emphasis on its role as the "front door" of the Fort York Neighbourhood:

- new sidewalks on the north side can be built to provide a double row of trees and an expanded plaza fronting onto Block 7;
- the westbound lane between Bathurst Street and Street 'E' would be eliminated to minimize external traffic; and
- the existing median separating Fleet Street from Lake Shore Boulevard West is proposed to be landscaped to provide a visual buffer.

The Plan contemplates the following improved crossings of Lake Shore Boulevard West:

- pedestrian and cycle crosswalk on the east side of the cross-over aligned with Street 'C'; and
- a through signalized intersection that allows north-south movement between Street 'D' and Stadium Road. This road connection would contribute to the integration of the Fort York and Bathurst Quay neighbourhoods, and would require further technical analysis for operational and safety impacts on Fleet Street and Lake Shore Boulevard.

A long-range concept is illustrated in the Demonstration Plan on page 3-1 and further described in Appendix C. This concept responds to the urban design objectives by relocating the streetcar tracks to the south, and keeping vehicular movement on the north side of the tracks.



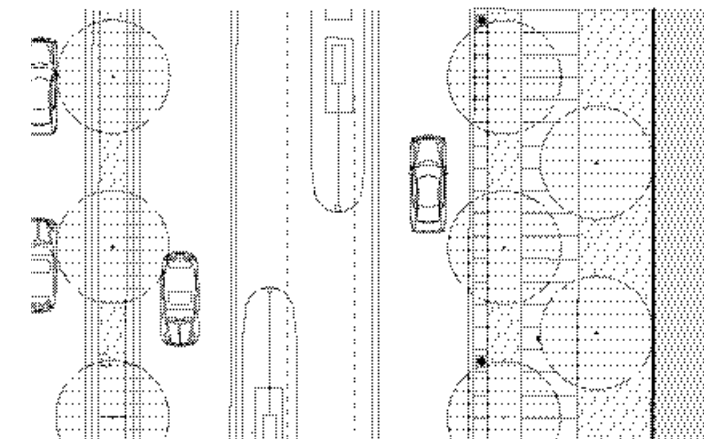
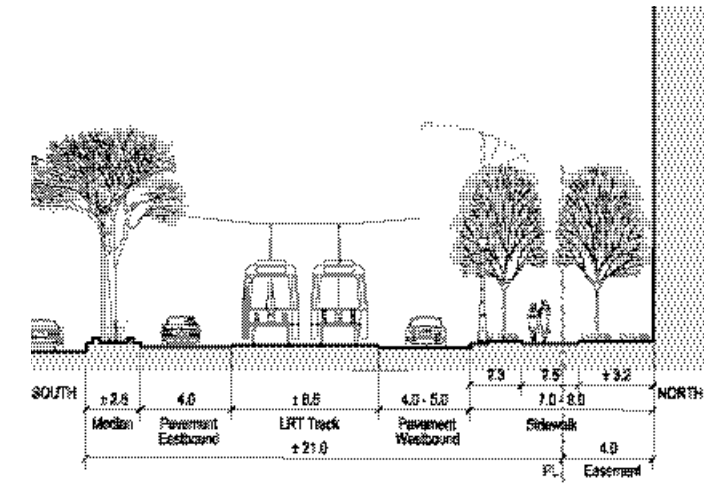
Fleet Street Concept Plan



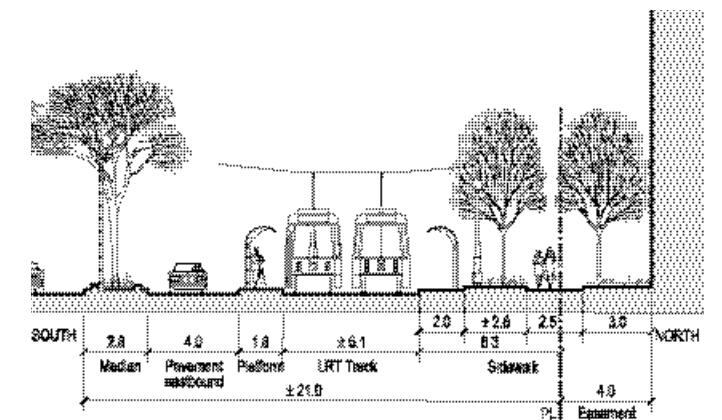
Aerial photo of Fleet Street, looking north



Queens Quay West, Toronto



Section-plan A-A



Section B-B

Dan Leckie Way (Portland Street)



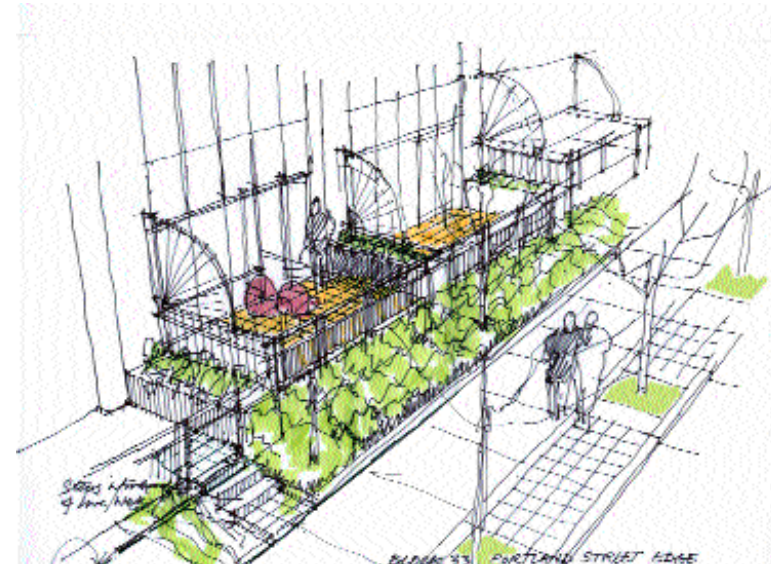
Dan Leckie Way will be a green street, flanking and extending the Railway Lands Community Park.

Dan Leckie Way is a local residential street and a link to the Bathurst Quay Neighbourhood. With an appropriately designed, signalized intersection at Lake Shore Boulevard, the street can become a pedestrian and cycle connection between the Northern Linear Park and the waterfront at Queens Quay.

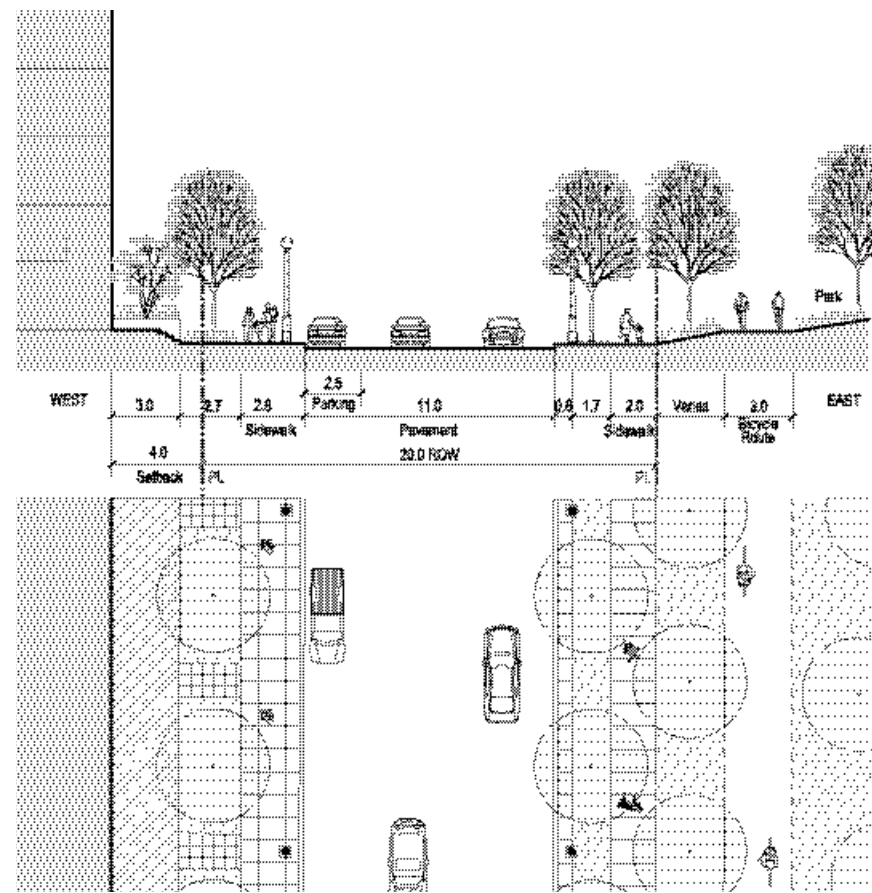
The street has three sections that differ in scale and character:

- North of Bremner Boulevard, it is a small residential street lined with trees and buildings with raised residential entrances on both sides (Railway Lands West Public Realm Plan on east side)
- Between Bremner Boulevard and Housey Street, a 4m setback has been established to help create a generous green edge to the park. The building's ground floor should be stepped to adjust to the slope of the street (almost 2 storey grade change), and private entrances, stoops, and garden terraces provided in the setback area.
- Below the Gardiner, the street is realigned to provide clearance for the columns and a signalized crossing of Lake Shore Boulevard.

With a controlled intersection at Lake Shore Boulevard, Dan Leckie Way could become an alternative north-south bike route for the neighbourhood.



Sketch of west sidewalk and terraces



Section-Plan of Dan Leckie Way



Clarence Square, Toronto



Queens Quay, Toronto

Streets 'B' and 'C'



Streets 'B' and 'C' will frame views between Fort York and Coronation Park, and provide an address to the buildings facing the park.

These streets should be seen as an extension of the Link Park, with careful attention given to materials, location of trees and lights in order to create a coherent and unified space from building face to building face.

The design of the streets is a result of the analysis of Rector Park in Battery Park City, New York, which is similar in scale. The 8m-wide pavement allows the shared use by cars and cycles, as well as curbside parking.

- Street 'B' is centred in the right-of-way and is framed by single rows of trees. The 2.5m setback can either be used as an extension of the sidewalk or as transitional landscape between public and private uses;
- Street 'C' has a generous sidewalk with a double row of trees that invites the extension of retail uses. This street may become an important north-south pedestrian route once the pedestrian bridge across the rail tracks is built and pathways implemented within Fort York.

A shadow study done for September 21st, when sunlight is most precious, revealed that the southern half of Street 'C' remains exposed to the sun throughout the afternoon. The northeast corner of Street 'C' and Fleet Street is suited for retail uses with associated outdoor activity.



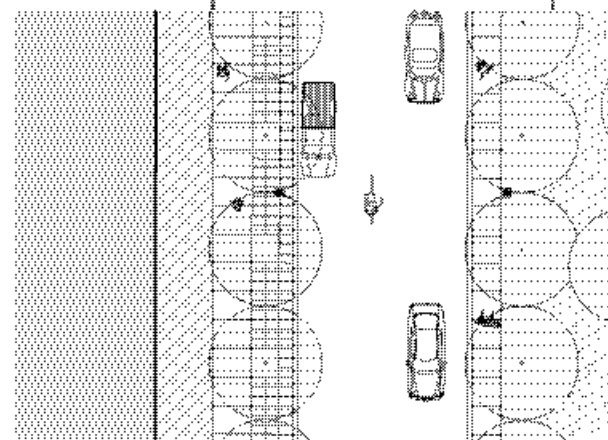
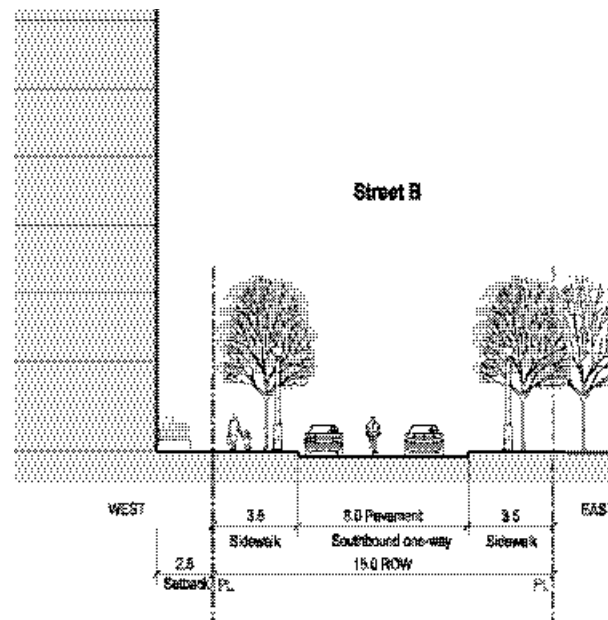
Rector Park, Battery Park City, New York



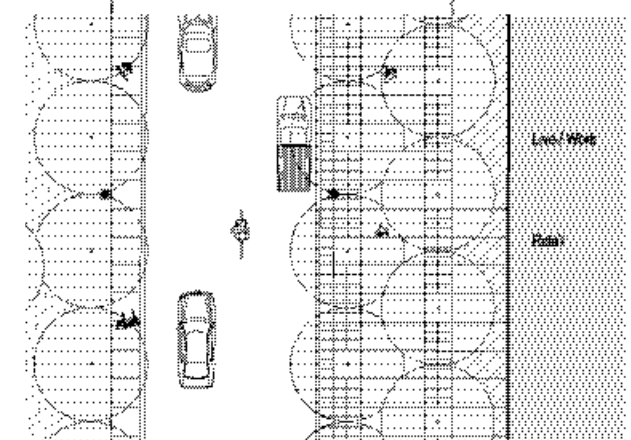
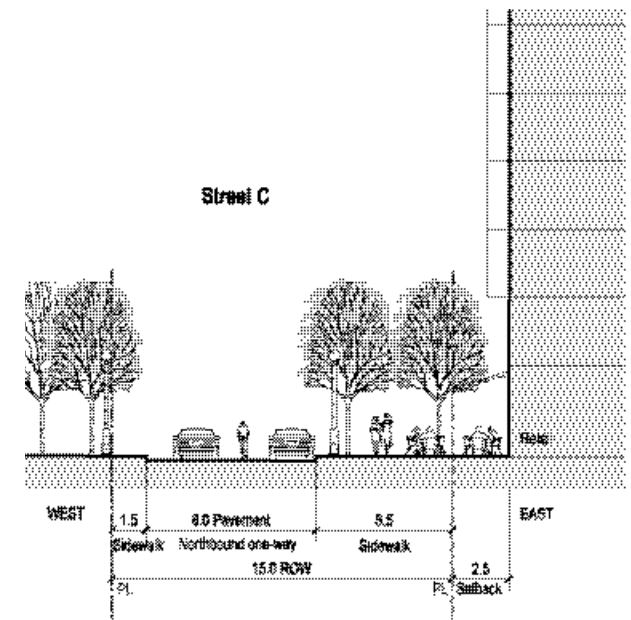
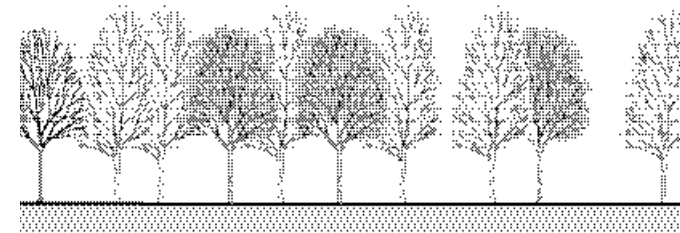
Rector Park, Battery Park City, New York



John Street, Toronto

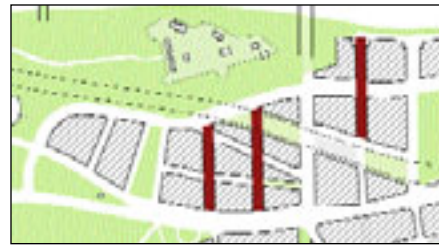


Section-Plan of Street 'B'



Section-Plan of Street 'C'

Streets 'D' and 'E', Fort Street



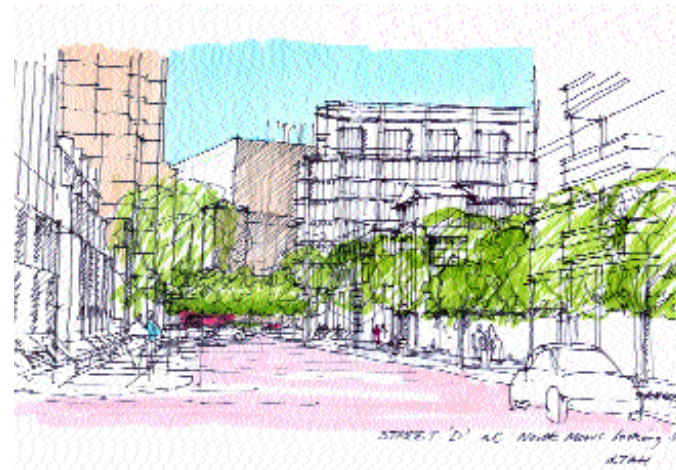
Streets D, E and Fort Street are local internal neighbourhood streets with an intimate, domestic scale, as well as important north-south view corridors.

These streets are designed to capture the qualities of traditional downtown Toronto residential streets and to have a more open and heavily planted character than the news.

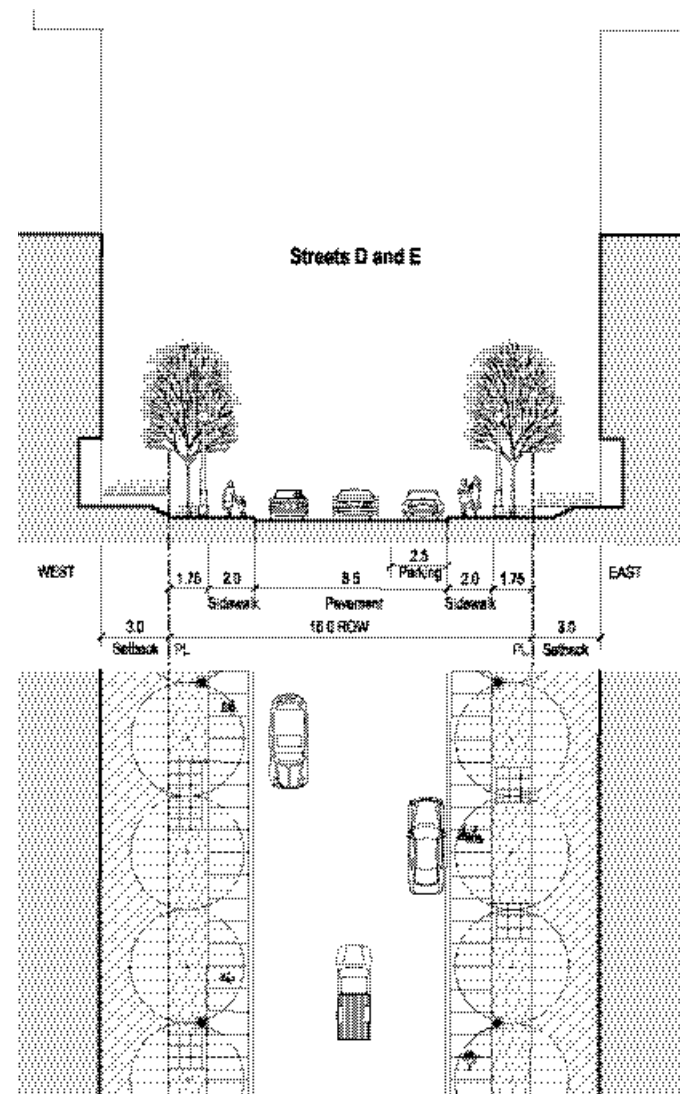
The street walls are 4 or 5 storeys and the building face to building face dimensions are at least 22 metres. The 8.5 m pavement provides for two-way traffic and parking on one side.

Raised entrances to street-related townhouses predominate on both sides of the streets and setback areas have stoops, terraces and small front yard gardens.

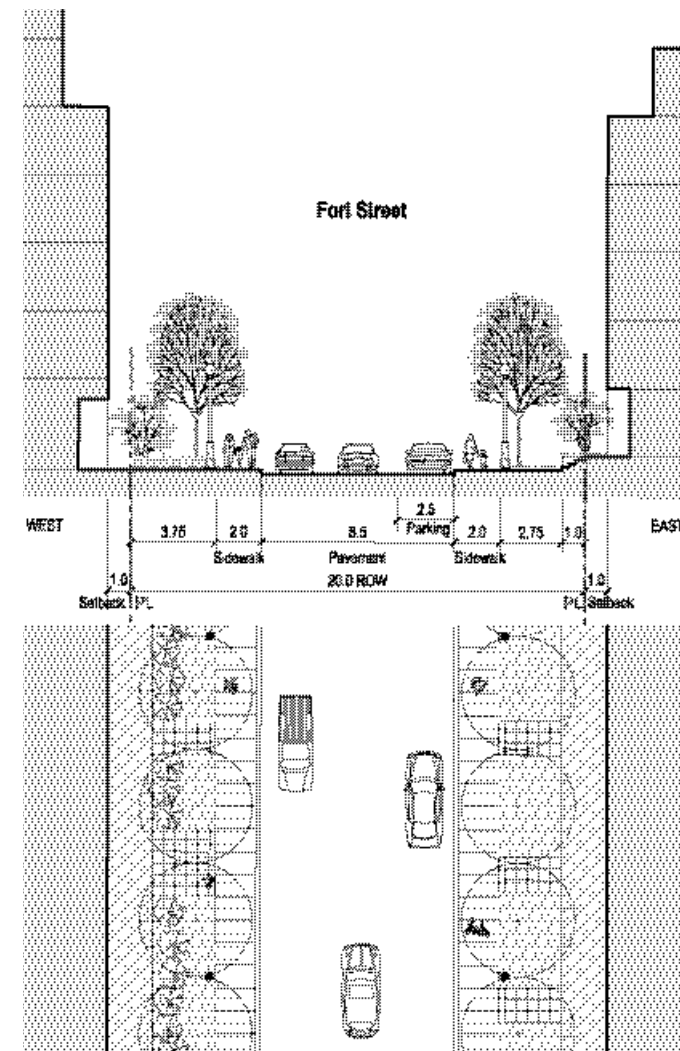
Street tree planting and lights are located in the soft planting areas behind the sidewalks to allow more open views along the streets. Streets D and E are important view corridors between Fort York and Fleet Street/Lake Shore Boulevard.



Study sketch - Street D, looking south



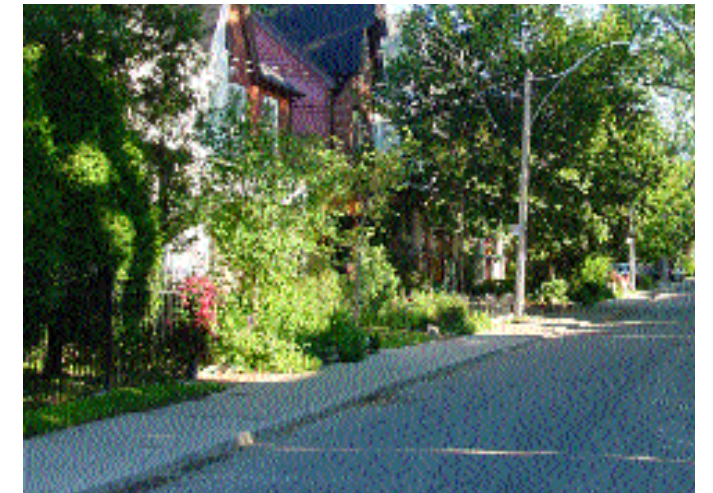
Section-Plan of Streets 'D' and 'E'



Section-Plan of Fort Street



Collier Street, Toronto

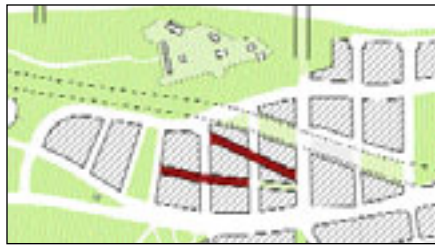


Seaton Village, Toronto



Adelaide Street, west of Strachan Avenue, Toronto

The Mews



The Mews will be 'tightly'-scaled, urban streets with a strong sense of enclosure.



Gramercy Park, New York



St. Nicholas Street, Toronto



Draper Street, Toronto

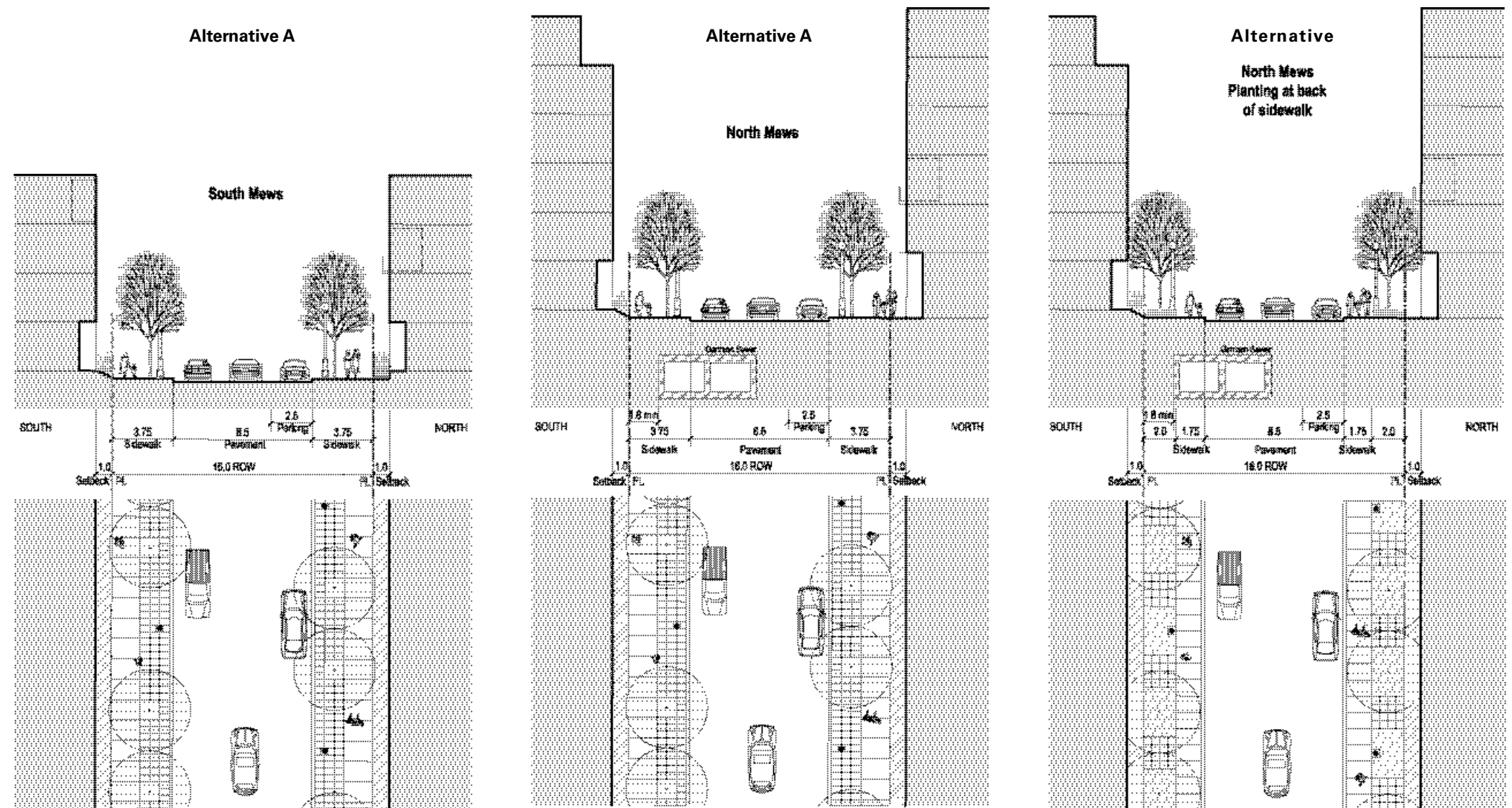
The North Mews could potentially have mixed-use frontages. The mews are the most intimate residential spaces in the Fort York Neighbourhood, and are visually contained at their ends by the walls and parks of the neighbourhood. The views on the South Mews terminate at the Link Park and the courtyard between Blocks 6A and 7, with glimpses of the Loblaws Warehouse building. The views on the North Mews end at Fort York Boulevard (with a potential public art installation) and at the Loblaws Warehouse to the east.

This sense of intimacy is defined by the 4 to 6 storey street walls, 18m building face to building face dimensions, and street trees and lights located close to the curb. The 8.5m pavement allows two way traffic and curb-side parking on one side.

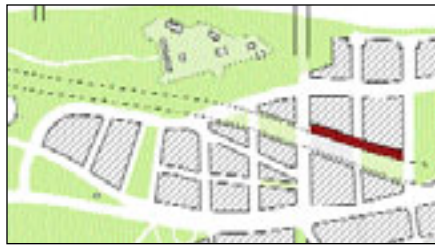
Raised townhouse entrances or level at-grade live-work (North Mews) line both sides of the Mews. 1.0 m setback areas have stoops and raised planters.

In response to concerns regarding the quality of the growing conditions of the street trees, Alternative B is proposed, with tree planting in a soft landscaped area, at the back of the sidewalk. Draper Street is a good example of this kind of solution with similar dimensions.

The North Mews follows the alignment of the Garrison Creek Trunk Sewer, a building constraint that also acts as a reminder of the history of this place, which could be further elaborated in special streetscape/public art features.



Housey Street



Housey will be a local mixed-use street with an important servicing role, which should have as much building frontage as possible.

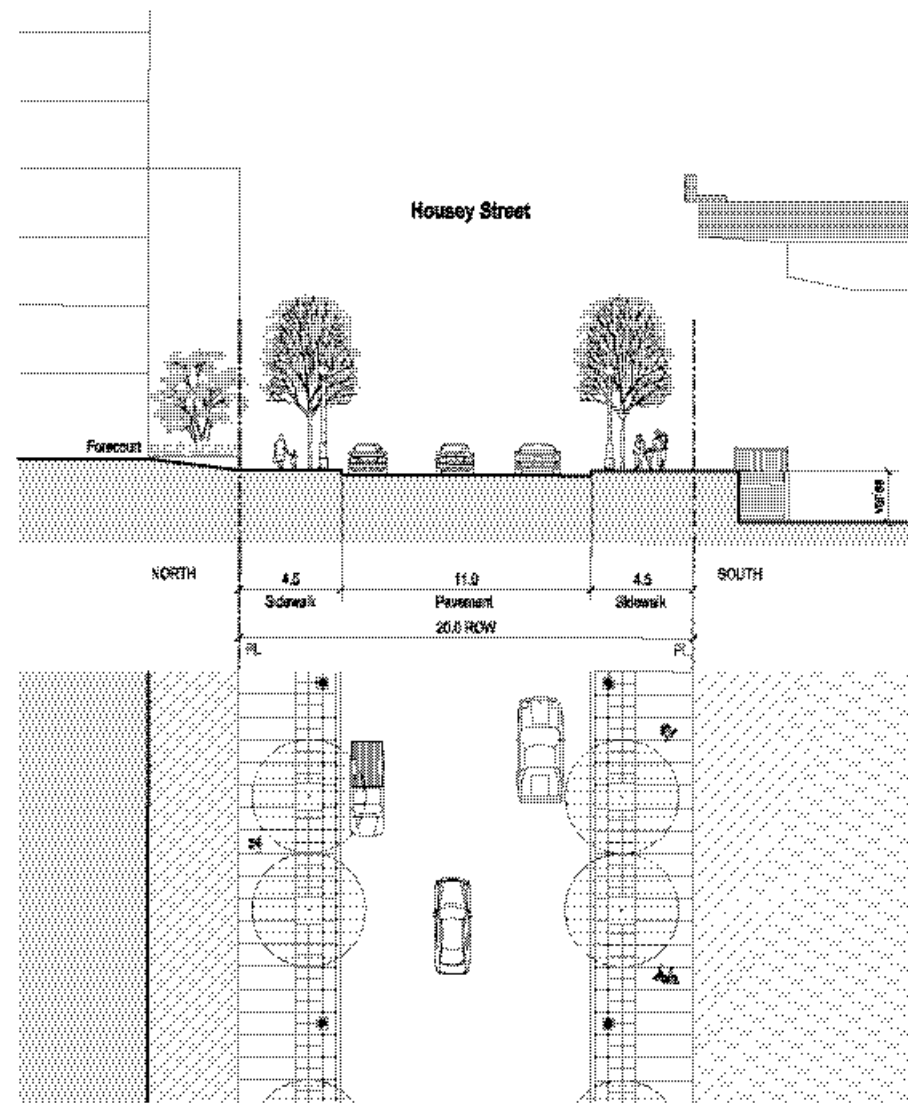
Housey Street connects Bathurst with Dan Leckie Way and the Community Park and provides a public edge to spaces under the Gardiner Expressway. It also provides direct vehicular access to drop-off, parking and service entrances for Blocks 33 and 37, and to Blocks 8 and 9/10 through a private driveway extending from the south end of Fort Street.

Considerable design attention will be required to ensure that Housey Street has some active uses at street level, and an attractive streetscape that also fulfills its role as a public pedestrian street.

Buildings fronting Bathurst Street, Fort Street and Dan Leckie Way should turn the corners onto Housey Street and have entrances and windows onto Housey where possible. Vehicular courts in Blocks 33 and 37 should be visually open to the street with screen plantings in the setback areas.

Suggestions for the continuity of the street wall on the south side of Housey Street at Block 8 in the mid and long term include providing an attractive streetwall condition for facing uses, such as introducing a translucent fence-like structure or decorative wall treatments at the street edge.

Tree growth will be challenged by reduced sunlight and salt spray due to the proximity to the Gardiner Expressway, and species should be selected accordingly.



Section-Plan of Housey Street



View of existing one-storey warehouse building, looking southwest



Fence to archaeological site, Barcelona

Under the Gardiner



The Plan assumes that the Gardiner Expressway will remain in place for the foreseeable future.

The overriding principles that will guide the future design and use of the privately and publicly owned lands under the Gardiner is that these areas should be:

- Accessible to the public and visible from adjacent streets and buildings,
- Be as green as possible and made attractive through public art for the enjoyment of both the residents of adjacent buildings and the public in general.
- Improved with temporary structures/kiosks that provide amenity value to nearby residents and animate the area,
- Able to accommodate access and loading for adjacent mixed-use buildings.

There should be as much visual continuity between the areas under the Gardiner as possible. To accomplish this, landscaping could include common vertical elements such as planting, lighting and other repetitive elements. The ground surface of the areas under the Gardiner will be largely hardscaped, but runoff can be reduced by the use of porous materials.

Buildings adjacent to the Gardiner should, where feasible, have grade-related uses fronting and relating to the space under the Gardiner, to help animate the space and contribute to the safety of pedestrians in the area.

The privately and publicly owned lands under the Gardiner should be developed to provide a public amenity and to mitigate the Gardiner's impact as a physical and psychological barrier between the City and the waterfront.

Possible Uses and Programming

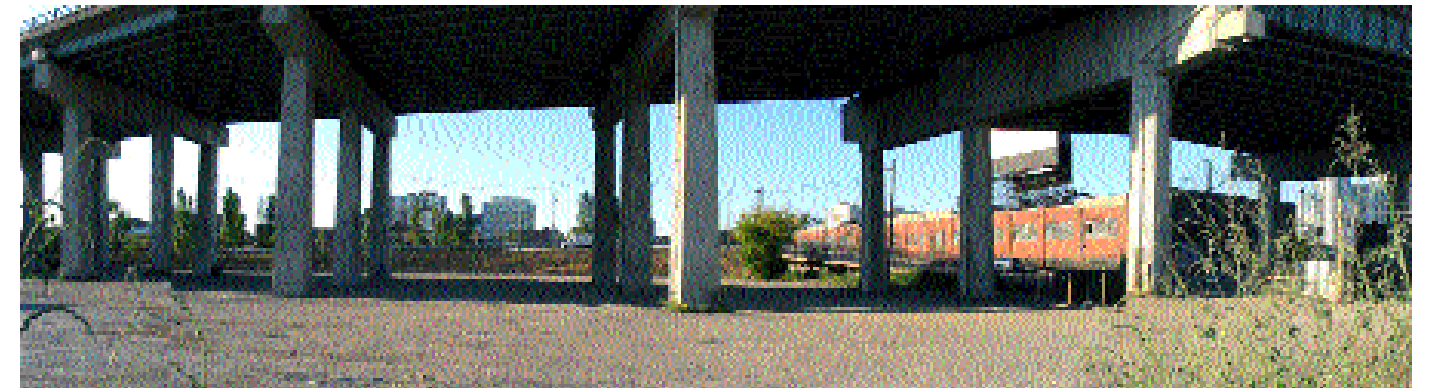
There are six areas under the Gardiner (east and west of Bathurst) that form pockets of useable space. Some of these spaces are privately owned and others are in public ownership. There will be different responses to the programming for the publicly and privately owned areas that lie under the Gardiner, despite the desire for continuity in the landscaping features along its length.

In general, the proposed function of the spaces under the Gardiner is twofold:

- They will provide informal, publicly accessible thoroughfares for pedestrians that are connected to sidewalks and programmed to encourage public uses where feasible. Those could include, in certain circumstances, active recreation, temporary commercial uses that are ancillary to adjacent residential developments, and public art.
- These spaces will also provide adjacent developments with the outdoor amenity space.

The spaces under the Gardiner may also provide vehicular and loading access, as well as access for pedestrians to adjacent development sites. Note that the impact of the necessary vehicular access is to be minimized.

Proposed programmatic elements or other activities under the Gardiner, as shown in this Plan, are subject to further review at the detailed proposal stage.



View of the Gardiner Expressway, looking north, towards the intersection of Fort York Boulevard and Bathurst Street



Loading frontage, South Street Seaport, New York



Workshop frontage, Granville Island, Vancouver

Under the Gardiner

From west to east, suggestions for the programming of specific spaces under the Gardiner are as follows:

Fort York

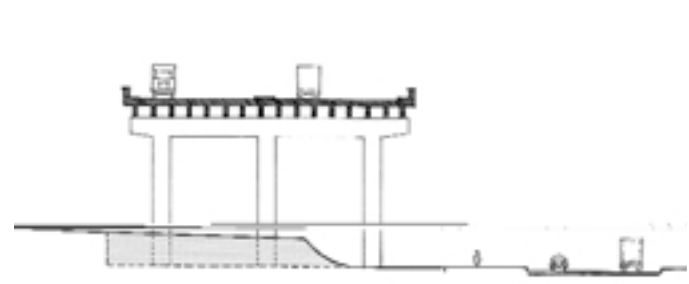
North of Fort York Boulevard, this area under the Gardiner is in public ownership. The space under the Gardiner by Fort York is intended to reveal the old shoreline and be a part of the “Archaeological Landscape”.

Block 4

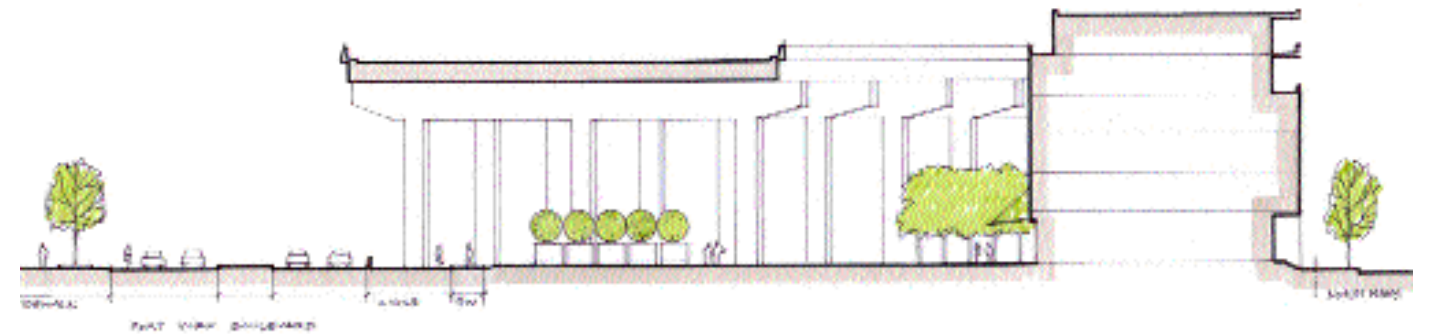
The space under the Gardiner at Block 4 is privately owned. It is an important area in that it has frontage on Fort York Boulevard as well as Street ‘E’, and will be visible from Fort York. This area under the Gardiner will form a plaza-like area north of the building on this block. Accordingly, this area should be attractive from the street by incorporating a variety of uses that may include access to the parking and loading area of the adjoining buildings and spillover uses from the building to animate the space, such as cafes.

Block 6

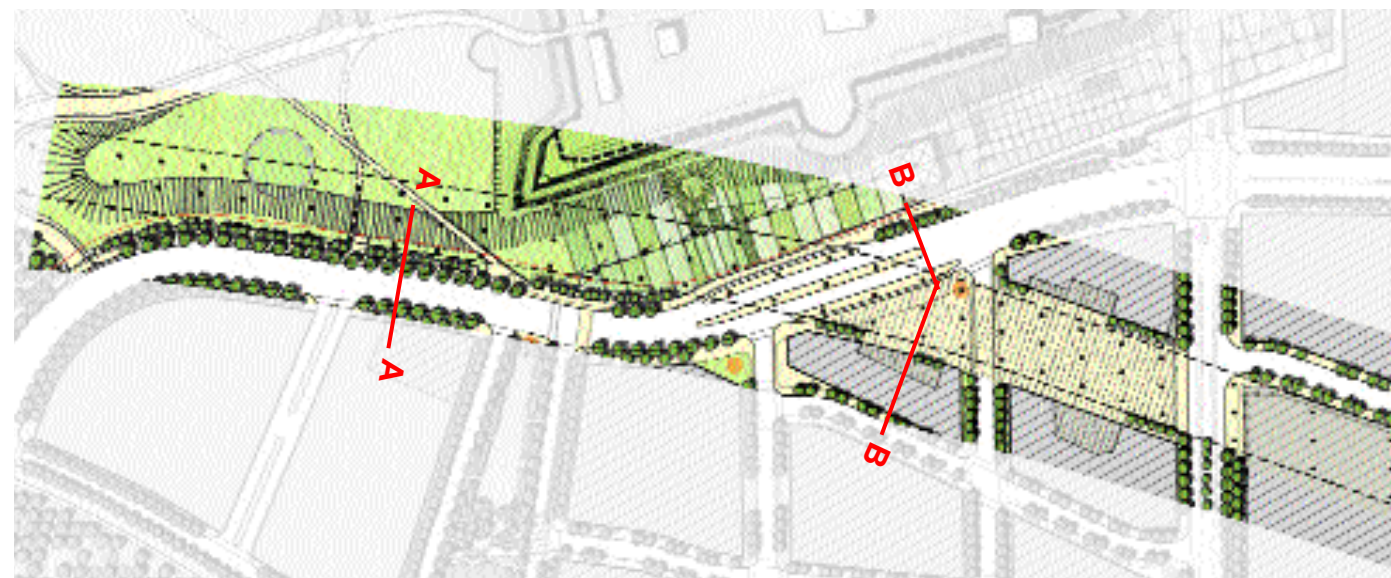
This area under the Gardiner is also privately owned. It is framed by two buildings and has frontages on both Bathurst Street and Street ‘E’. In this area, there is also the possibility for a significant public art installation and other uses that animate the area and improve the visual landscape. Certain areas within this pocket could be used for workshop/studio space for the residential, live-work, or commercial units that are located on the ground floors of adjacent buildings. This area may also accommodate carefully designed, temporary pavilions/kiosks which may be built to house seasonal uses such as markets for Christmas trees, firewood, garden plants, etc.



Section A-A



Section B-B



Demonstration Plan



View of the Gardiner from Bathurst Street, looking west



Granville Island, Vancouver



Barcelona



Louisville Riverfront Park, Kentucky

Under the Gardiner

Block 8

The space under the Gardiner at Block 8 is privately owned. At present, it is envisioned that in the medium term, this space is to be built out to accommodate the parking and loading requirements of a food store proposed to be developed on Block 8. The north and east faces of this project should relate well to the facing streetscapes.

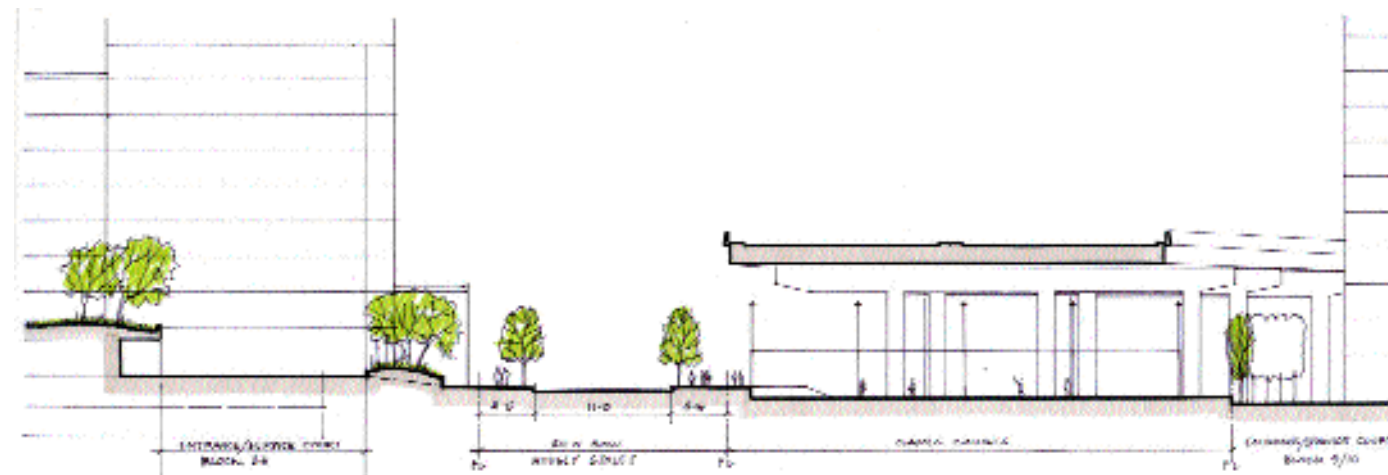
In the long term, the site will be redeveloped with a substantial mixed-use development that contains residential uses with commercial uses at grade. The longer-term options for the space at Block 8 will reflect the fact that this area under the Gardiner will have frontage on Housey Street, as well as Bathurst Street. Accordingly, this space could accommodate uses that are similar to those specified for Block 6, as well as Block 9/10, described below.

The façade of the existing one-storey warehouse building that faces Bathurst Street, and extends under the Gardiner, could be a desirable street wall in its present form. Any replacement of this structure is suggested to provide similar continuity to the edge of the street.

Block 9/10

At present, the section of land under the Gardiner at Block 9/10 is privately owned, and its future disposition is unknown. The City may pursue the acquisition of this parcel, and relate the area to the Community Park improvements planning to the northeast.

This parcel has an important frontage on both Housey Street and Dan Leckie Way. Uses for the area of the Gardiner that lie north of Block 9/10 should be complementary to the residential development on Block 9/10. Such uses may include games courts (e.g. basketball, tennis, etc.), or small-scale commercial kiosks such as those envisioned on Blocks 4 and 6.



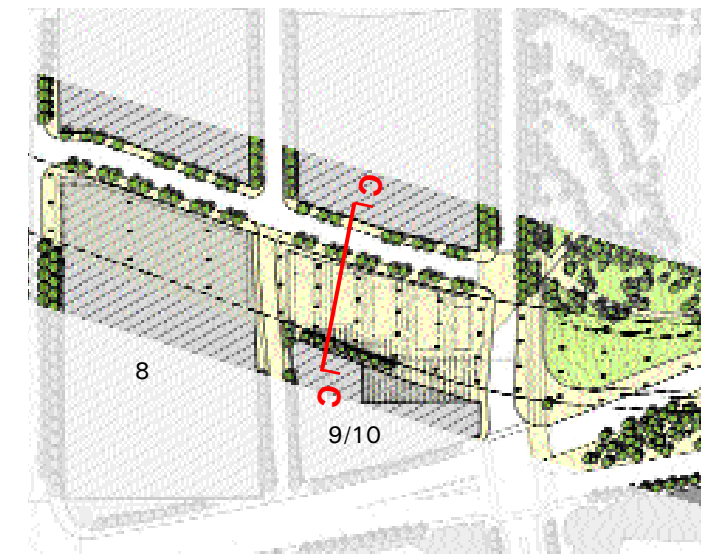
Section C-C, through Housey Street and the space north of Block 9/10.



Collage of potential use as basketball courts.



View of the Gardiner Expressway, looking northeast, towards the Golf Course on the Railway Lands Neighbourhood



Demonstration Plan (# = Block Number)

South End of the Community Park

This area under the Gardiner is owned by the City of Toronto. It should be incorporated into the Railway Lands Community Park design.



Parking lot/games surface, Berlin (Germany)

Parks and Open Spaces

The Public Realm Plan deals with the conceptual design of Gore Park and the Link Park, and outlines the possibilities for the Mouth of the (Garrison) Creek Park and Fort York, within the larger open space context of Railway Lands West and Bathurst Quay Neighbourhoods.



Fort York Neighbourhood Parks

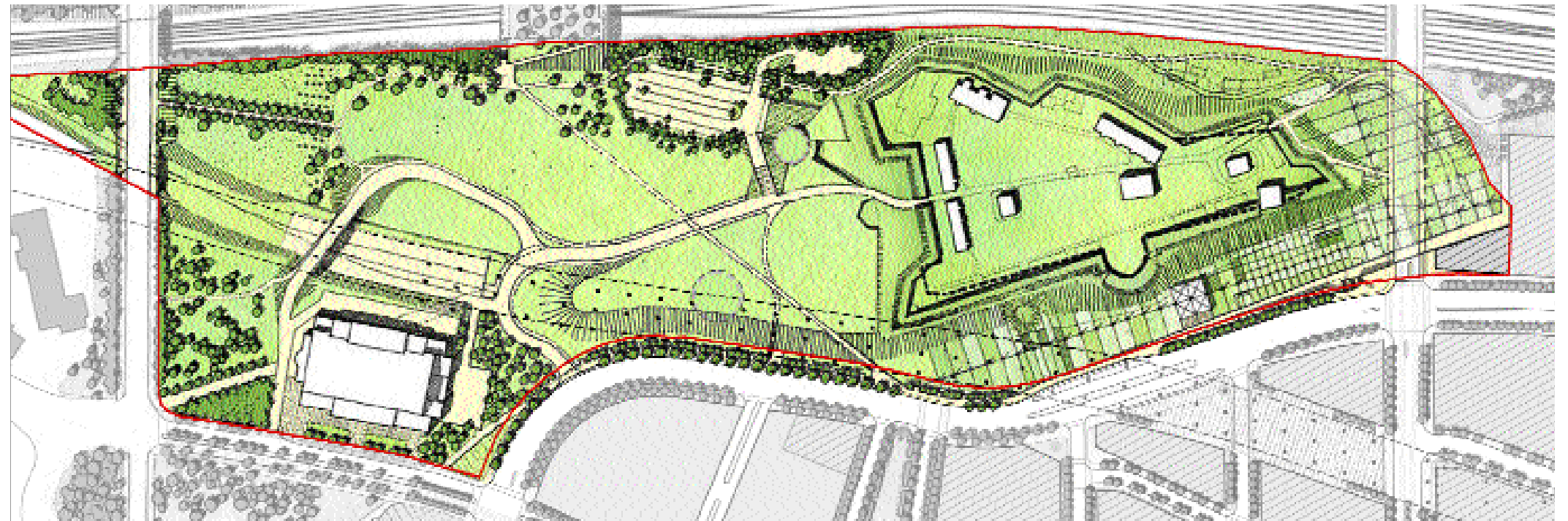
Fort York



The revitalization and restoration of Fort York has already been analysed in previous studies such as “Setting It Right” and the Fort York Open Space Plan, and is part of ongoing work by the City of Toronto’s Economic Development, Culture and Tourism Department.

The Public Realm Plan proposals are limited to the linkages between the area surrounding the Fort and the new neighbourhood.

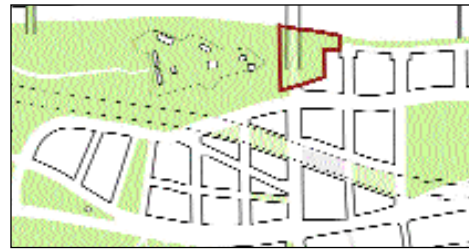
- Create a new road from Fort York Boulevard to the existing Garrison Road, inserted at a visible and safe location along the boulevard. The current access can be phased out once this new road is in place;
- Use the land under the Gardiner, behind the Armouries, for parking;
- Introduce a pathway from Fort York Boulevard (at the Link Park) to the future pedestrian bridge; and
- Implement the ‘Archaeological Landscape’ according to the concepts set by the Fort York Open Space Plan.



Demonstration Plan · The Fort York Heritage Conservation District (as proposed)



Mouth of the Creek Park



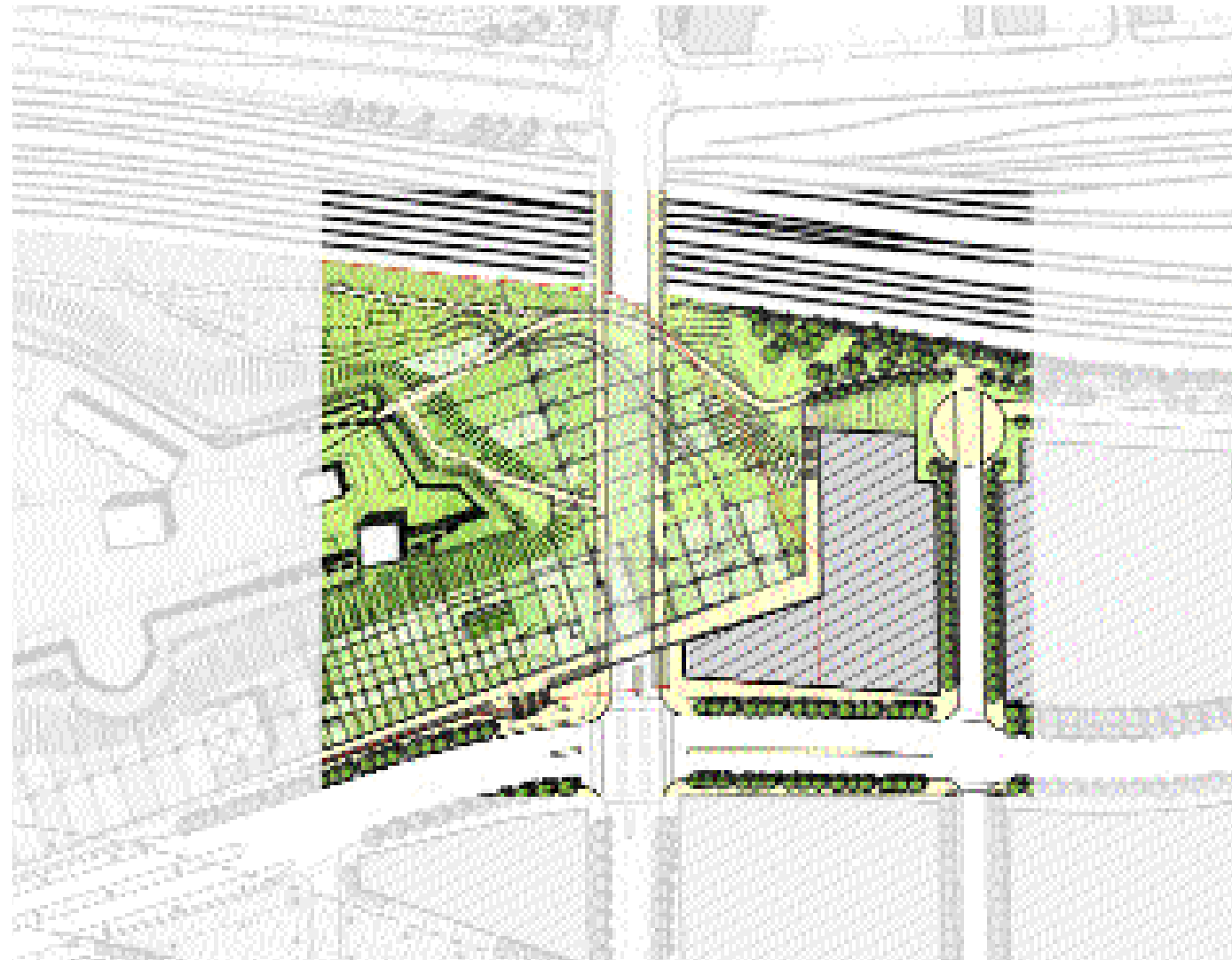
Create a new park which interprets the heritage landscape and integrates with the buildings on Block 36.

Much of the Mouth of the Creek Park is located in the Fort York Heritage Conservation District and is a part the territory defined by the Fort York Open Space Plan as the “Archaeological Landscape”.

The design should try to:

- reinterpret the archaeological resources in this area (the original creek and shoreline, the Ravine Battery, the Queen’s Wharf, the remnants of the Grand Trunk Railway, and the various artifacts from post-railway industrial uses);
- acknowledge the old path that linked the Fort to the Town of York;
- be coordinated with Northern Linear Park design.

The implementation of this park should be closely tied to the redevelopment of Blocks 36 and 32 due to its proximity and grade differences; and be coordinated with the results from the ongoing Environmental Assessment for the redesign of the Bathurst Street Bridge, and the extension of Bremner Boulevard east of Bathurst Street.



Demonstration Plan



Garrison Creek in 1816



View of Bathurst bridge looking towards the Fort



View of the area of the park, showing the fill in place for Bremner Boulevard, looking southeast

Gore Park

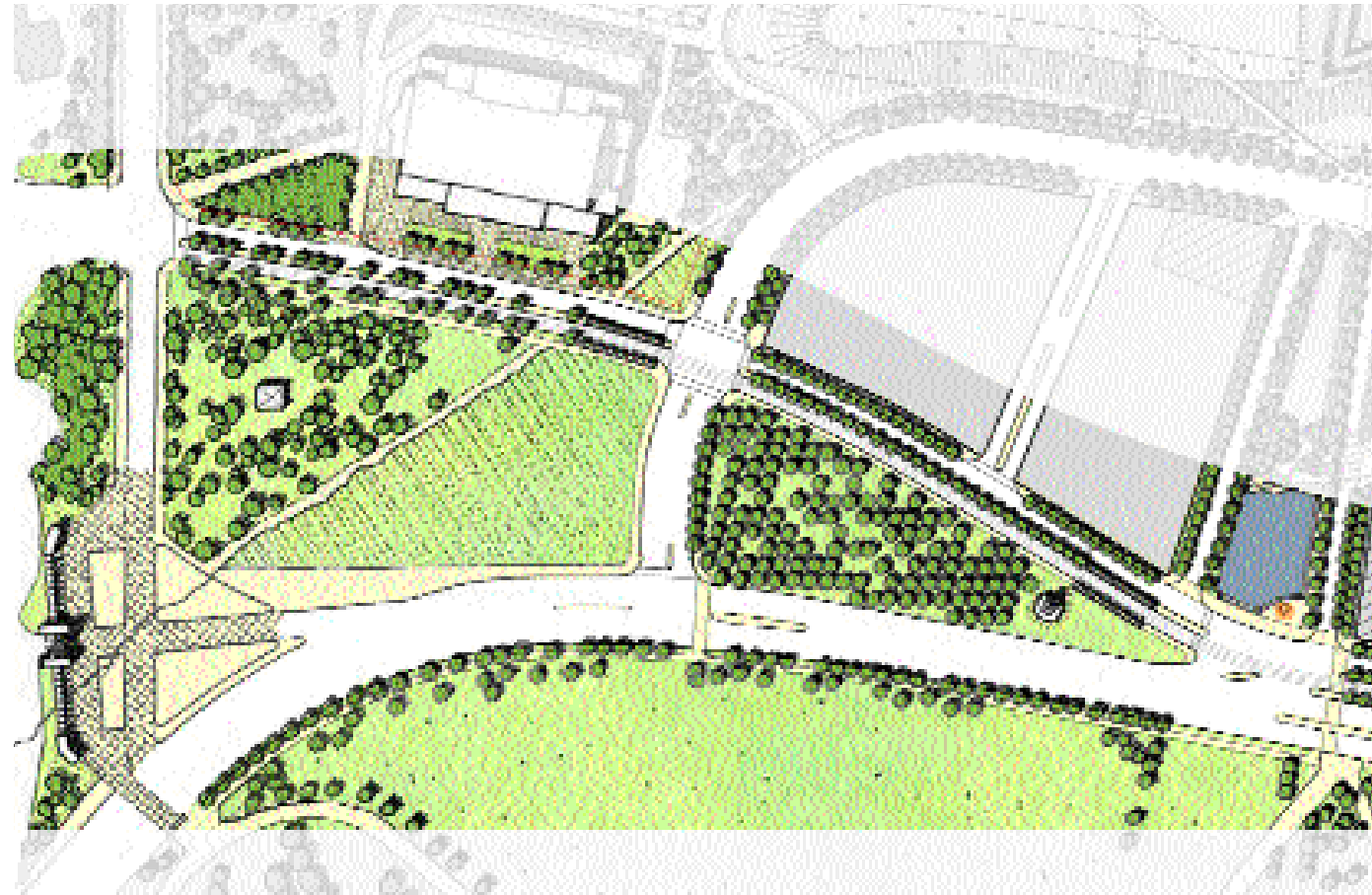


Eliminate parking on the park, and design the foreground to the Princes' Gate.

Gore Park is currently a temporary parking lot and a staging area for surrounding venues. These uses should be relocated to allow the construction of a new park that links Coronation Park to Fort York.

The basic design theme is the interpretation of the original Lake Ontario shoreline, as initiated in the Fort York Open Space Plan.

- The former shoreline could be clearly and continuously marked, and developed as a pedestrian route connecting the Fort to the Princes' Gate;
- The areas northwest of the shoreline (the "backshore") could be well treed with original species planted in a "naturalized" pattern, and the "lake" interpreted through the use of distinctive meadow planting; and
- The area east of Fort York Boulevard could be well treed but in an orchard-like regular pattern that is distinctively artificial, and become a setting for the Queen's Wharf Lighthouse.



Demonstration Plan



Gore Park, east of Fort York Boulevard



The Gore Vale Pumping Station



The Queen's Wharf Lighthouse

Link Park



Create a central focus for local neighbourhood activities, and establish a linkage between Coronation Park, Fort York, and the Garrison Creek Parks System.

Two precedents were analysed closely in an effort to understand the scale of the new park, as well as to consider different design approaches.

Berczy Park in the St. Lawrence Neighbourhood is comparable in width to the Link Park. It exemplifies a centralized and sheltered design strategy focused on a fountain plaza that provides an oasis within the business centre of the city.

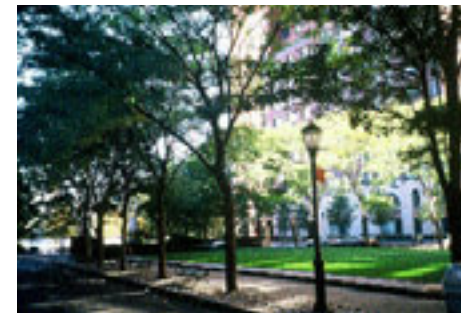
Rector Park in Battery Park City, New York, is remarkably similar in size, relationship to the waterfront, and scale of buildings that front onto it. The street that surrounds the park is well proportioned and appropriately scaled to the residential and quiet nature of the space. A wider cross-street separates the park into two gardens, which is a major distinction from the Link Park. It is also an example of a well-executed design with a very high quality of materials and finishes.



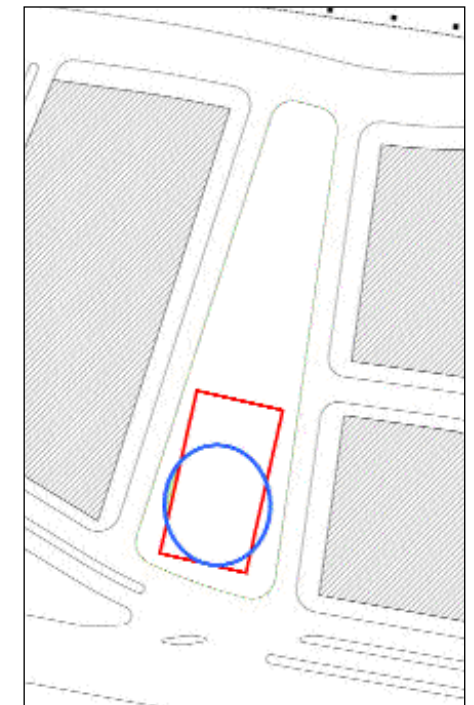
Berczy Park, Toronto



Rector Park, Battery Park City, New York



Link Park



The skating rinks of Nathan Phillips Square (rectangle) and Devonian Park (round) fit in the Link Park.



Devonian Park, Ryerson University, Toronto

Link Park . Design Framework

The detailed design of the Link Park should take into account the following parameters:

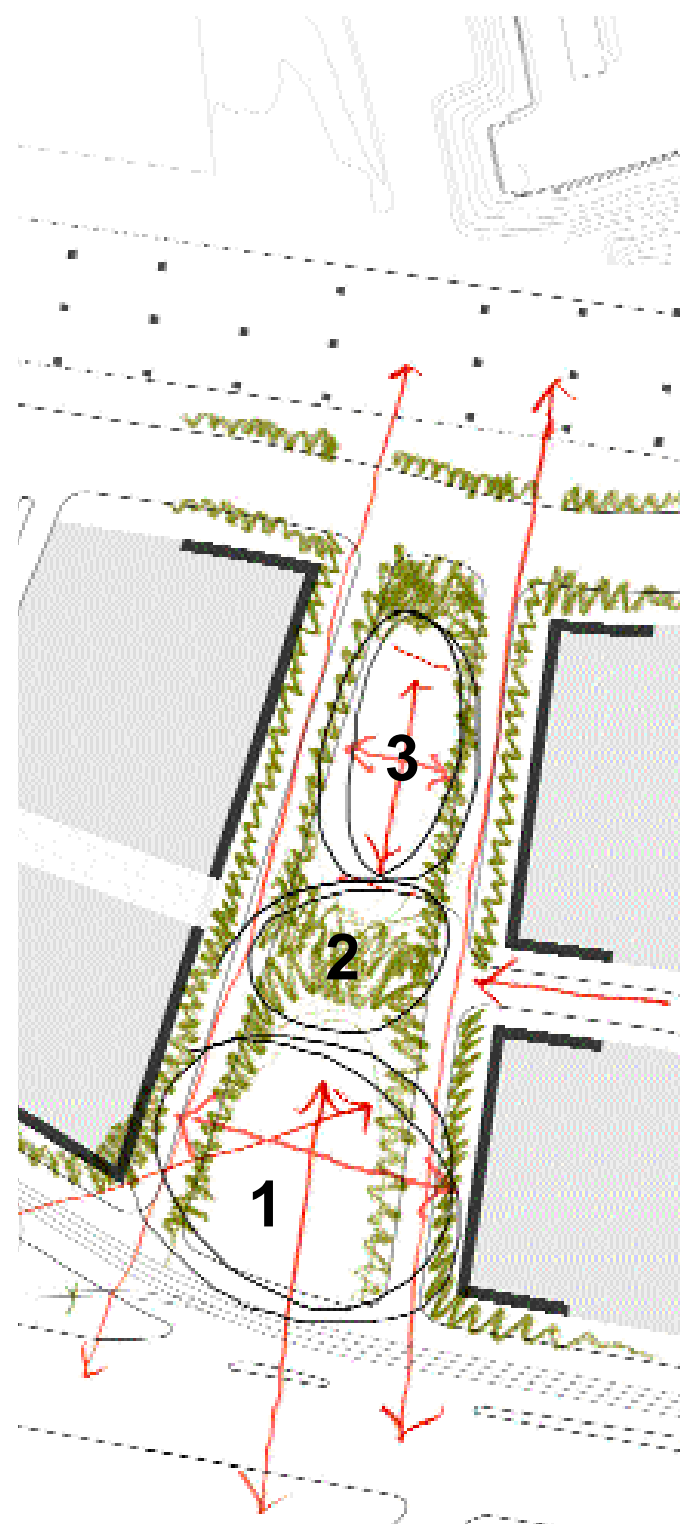
- Keep the views to and from Fort York along Streets 'B' and 'C';
- Create a middle ground to the view from the South Mews to the taller buildings on Block 2A , by planting trees in the zone aligned with this street. The planting should allow glimpses of the opening on the façade of the building;
- Consider phasing due to the expected different development timeframes for adjacent blocks. Block 3B may be built earlier and require the construction of the southern half of the park, as well as Street 'C' up to the South Mews.
- Consider the programming of activities within the context of the surrounding parks.

The design framework shown suggests three distinct areas:

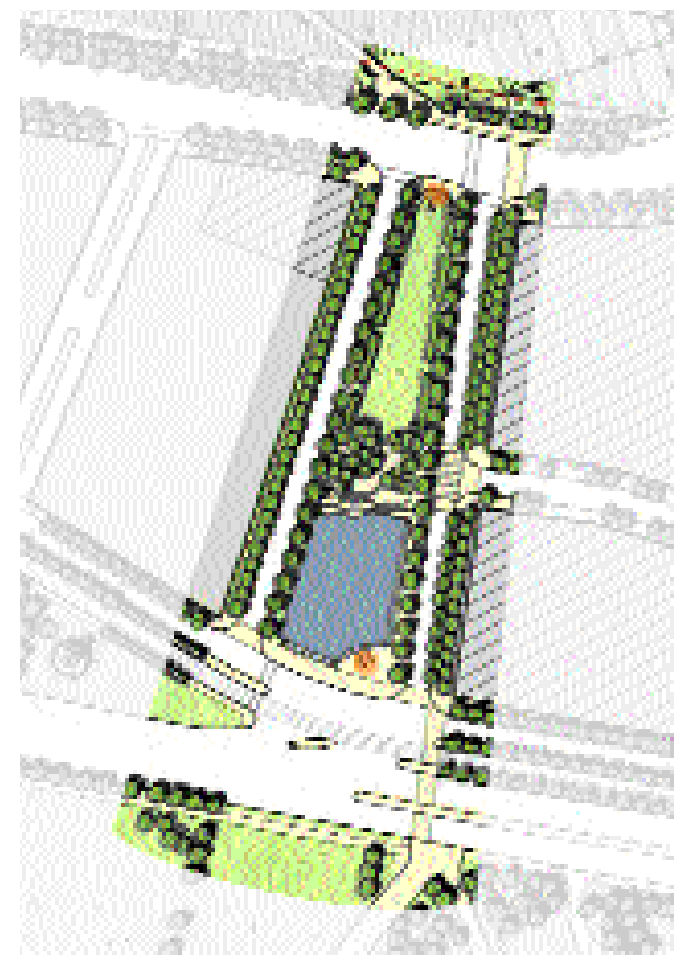
- Area 1 - Skating rink/water feature, of similar size to the rink in Devonian Park (Ryerson University), as a source of year-round recreation for the neighbourhood, and a way to help support retail on Block 3B
- Area 2 - Treed area aligned with the South Mews, covered with mostly hard surface, with seating and possibly a play structure for children
- Area 3 - A garden that is sheltered from Fort York Boulevard and is varied in textures and planting elements.

Wind studies will be conducted as part of Site Plan Approval to ensure the space will have the protected and quiet nature that is desired.

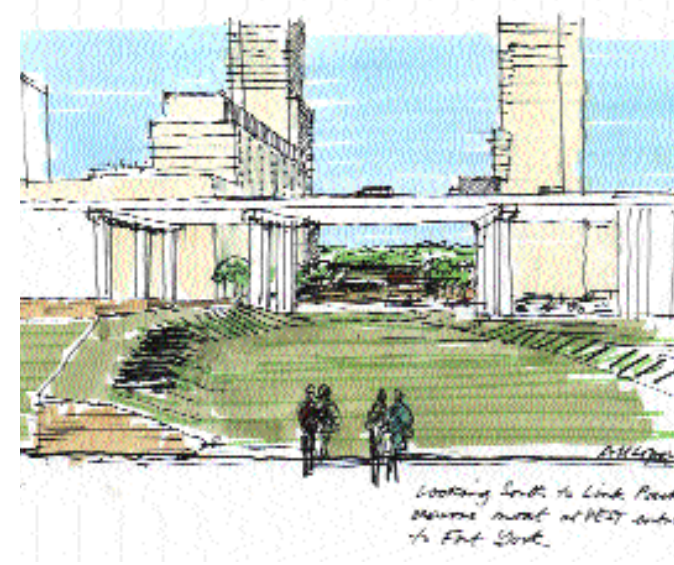
The City may pursue a design competition for the detailed development of the Link Park, with consideration for the above guidelines.



Design Framework



Demonstration Plan



Study sketch of the view looking south from Fort York



Water feature in summer

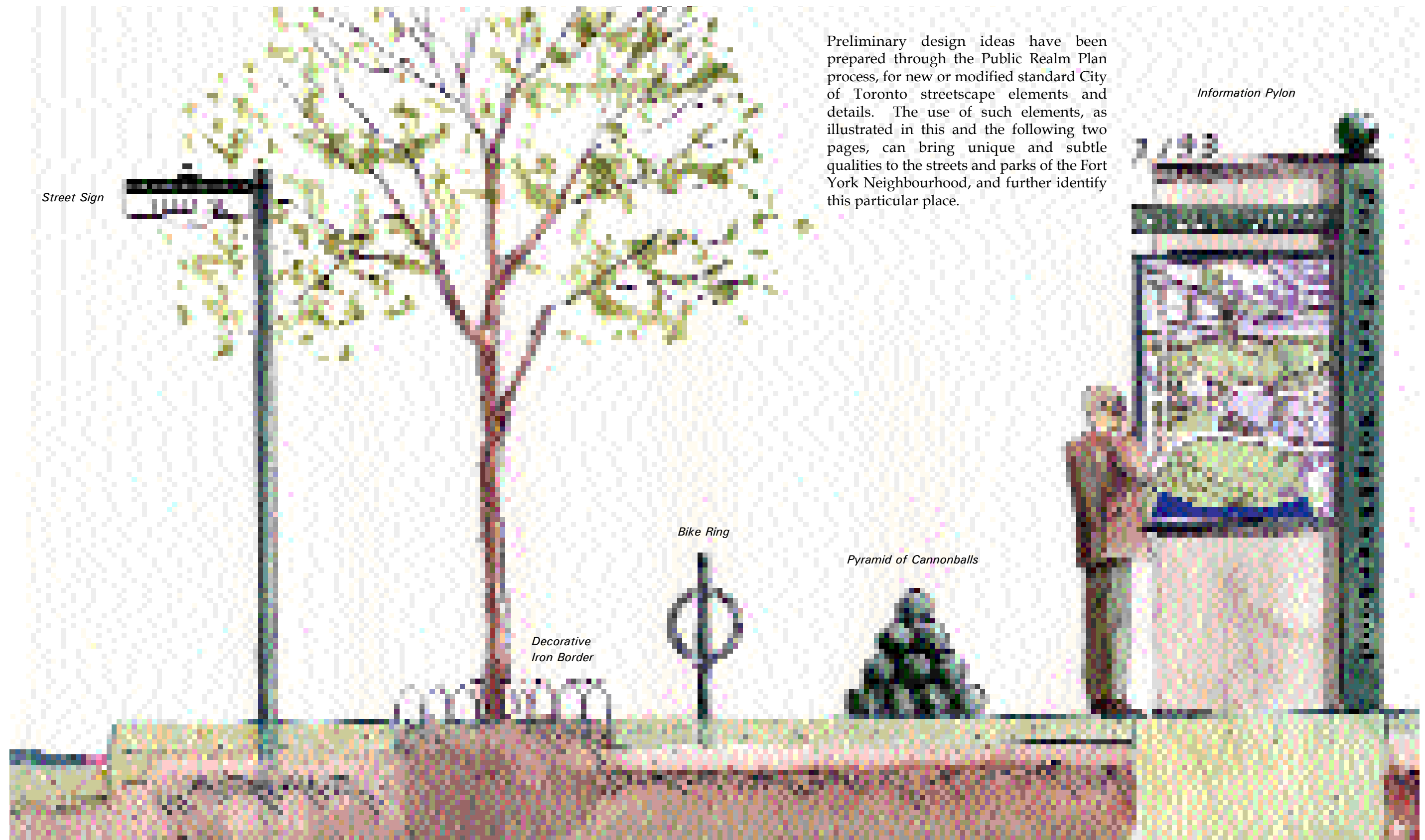


Skating rink in winter



Existing view from Fort York, looking south through the structure of the Gardiner Expressway

Streetscape Ideas



Preliminary design ideas have been prepared through the Public Realm Plan process, for new or modified standard City of Toronto streetscape elements and details. The use of such elements, as illustrated in this and the following two pages, can bring unique and subtle qualities to the streets and parks of the Fort York Neighbourhood, and further identify this particular place.

Streetscape Ideas

Street/Place Name Commemoration

The streets and places in the Fort York Neighbourhood are to be given names that reflect the rich and diverse history of this place. For each new named street, park or feature in the neighbourhood, at least one interpretive plaque telling the story behind the name should be installed in a publicly accessible and visible location.



Inlaid street name



Maintenance hole cover



Information / interpretive pylon



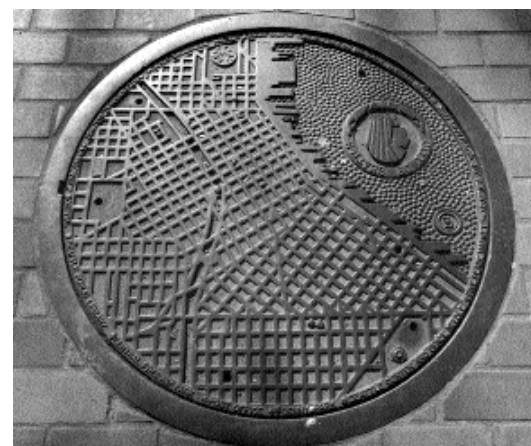
Railway Lands Pedestrian Light on Fort York Boulevard, Toronto



Neighbourhood street sign



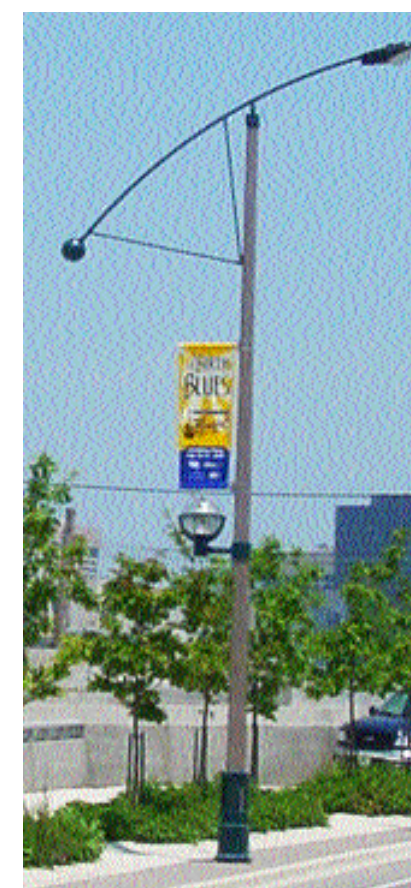
Precedent - Fort York Boulevard, Toronto



Precedent - Seattle, Washington



Precedent - Interpretive pylon for Palaces of Government, Toronto



Railway Lands Light on Fort York Boulevard, Toronto



Precedent - London, Ontario

Streetscape Ideas · Planting

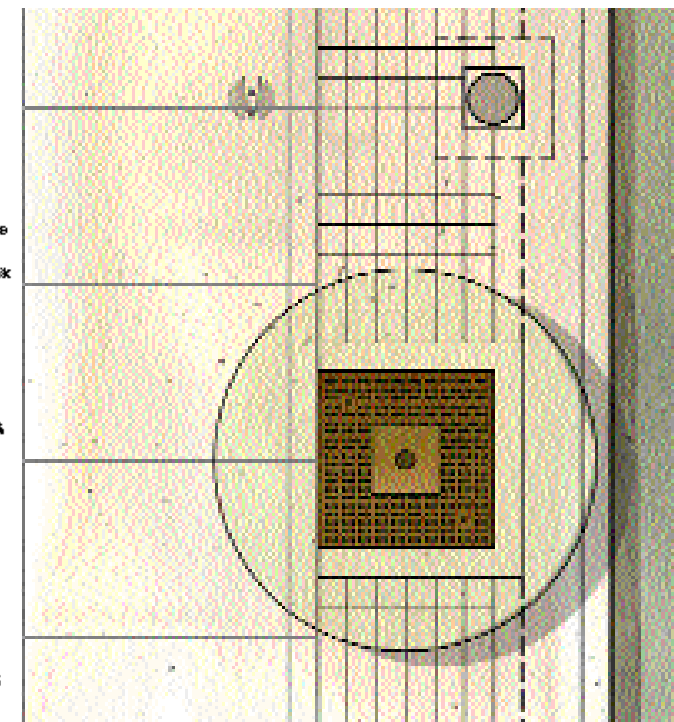
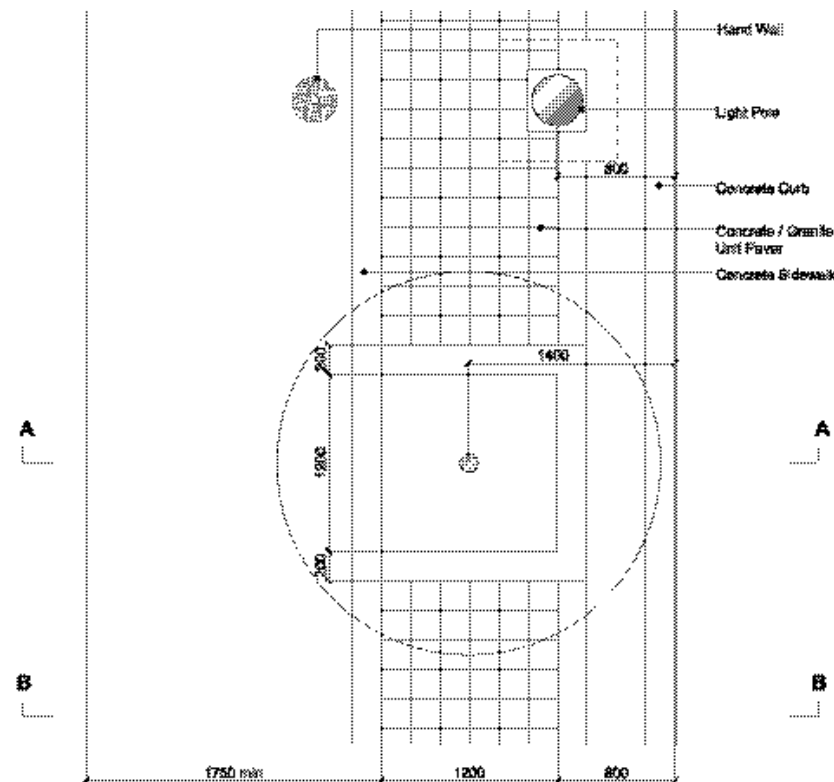
Street trees will be a significant feature of the Fort York Neighbourhood, and a key element to each street's individual design and character.

All street tree installations will conform to City tree planting standards and specifications to ensure their long-term survival and thriving.

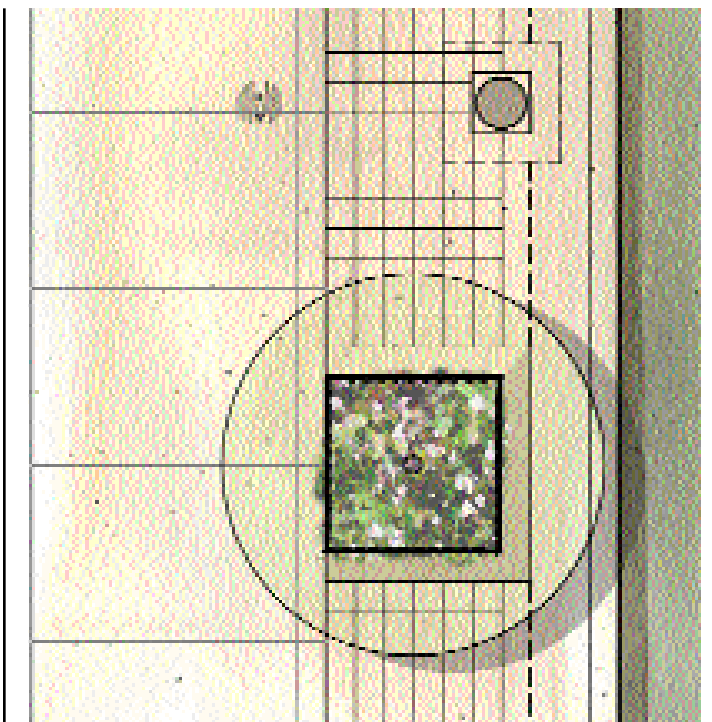
The Public Realm Plan strongly endorses alternatives to the City standard concrete pit cap. The two alternatives illustrated are felt to be superior in creating an attractive sidewalk environment.

- a metal tree grate that can potentially be customized for neighbourhood identity; and
- a planted tree pit framed by a decorative ironwork border.

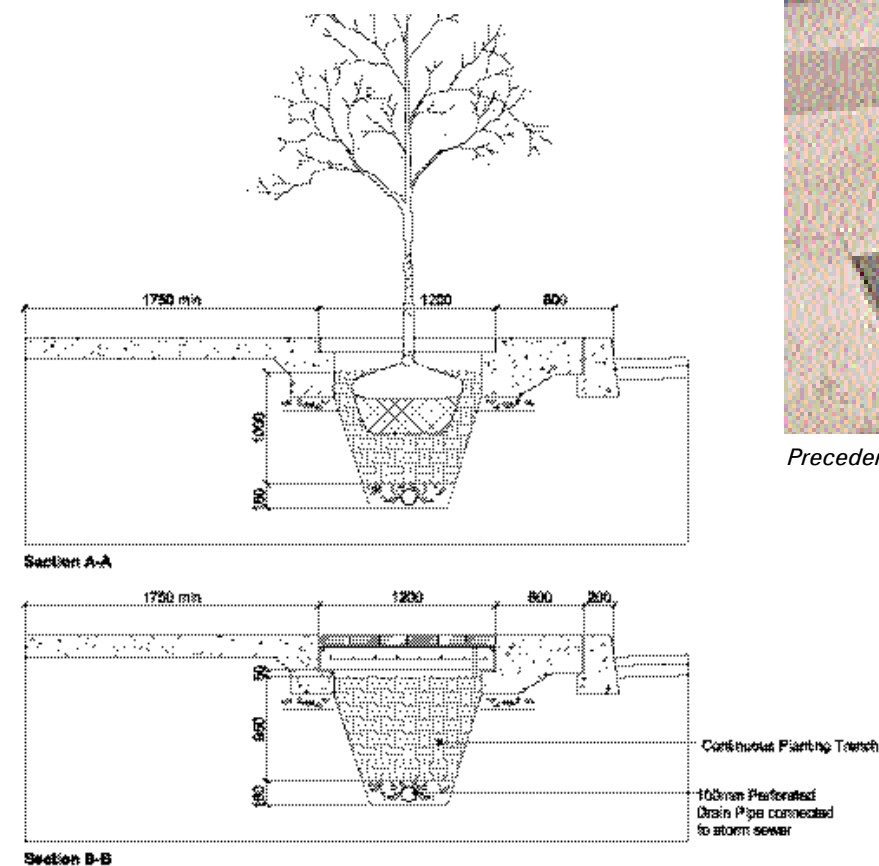
These design alternatives are in wide use in cities throughout the world and are preferred for aesthetic reasons.



Alternative sidewalk detail with tree grate



Alternative sidewalk detail with planted tree pit



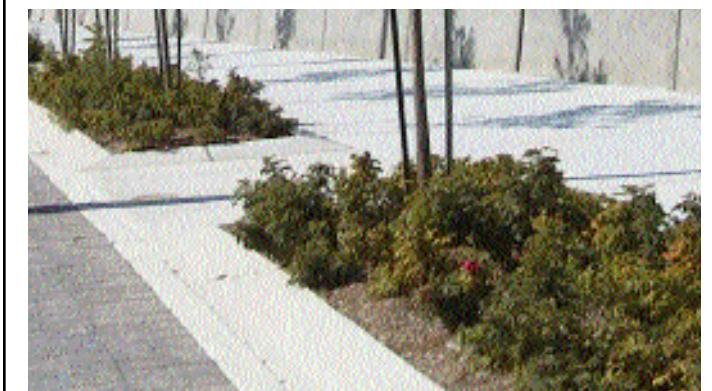
Technical plan and sections for sidewalk detail



Precedent - Guenzburg, Germany



Precedent - Gramercy Park, New York



Precedent - Fort York Boulevard, Toronto

Public Art

Public art will play a significant role in reinforcing the urban design principles of the Fort York Neighbourhood Public Realm Plan.

Opportunities for public art range from integrated streetscapes and open space designs, to independent sculptures, to public art incorporated within building elements. The Link Park, the spaces under the Gardiner, and places identified for corner articulation and to terminate views are potential public art sites. Given the rich history of this area, public art can also help to tell the stories by celebrating its past.

Buildings larger than 20,000 sq. metres will pay a public art levy equivalent to 1% of the project's construction costs, similar to comparably-sized projects elsewhere in the city.

The City's Public Art Commission oversees the process of reviewing and selecting public art proposals that owners will follow. All owners will comply with the public art provisions set out in the Fort York Neighbourhood Secondary Plan by siting works within the publicly-accessible areas of their properties or off-site in community gathering places such as the Link Park.

For owners with more than one block, the purpose of the District Public Art Plan is to prepare a framework for the execution of individual public art projects for each parcel or building. Owners of single buildings or blocks will prepare a Project or Block Public Art Plan, but are not required to prepare a District Public Art Plan.

The District Public Art Plans will guide, in general, how public art is to be conceptualized, planned, commissioned and implemented for individual locations or projects. Each district plan would articulate the public art principles, the relevance of the site context, broad conceptual approaches to a series of projects, and the administrative procedures and the available budgets to execute the public art program. One point of doing a broad-based plan is to explore the merits of a comprehensive public art approach for larger landholdings, and to enable smaller owners to participate in bigger neighbourhood public art initiatives. It should also consider prime locations for public art comprehensively within the neighbourhood, so that important locations are used to full advantage.



Windscreens at the Synthetic Garden of Eden, One Financial Place, Toronto



Monument to Chinese Railway Workers, the Railway Lands, Toronto

Environmental Sustainability

This new high-density urban neighbourhood is well located with respect to transit. It integrates new walking and cycling routes and makes connections between the neighbourhood and the broader city. The relatively dense built-form and transit-friendliness of the design will make positive contributions to big-picture sustainability objectives.

This neighbourhood is being redeveloped on a significant brownfield area on the Toronto waterfront, and thus remediation of the property will occur as the new community is built, bringing it to provincial residential/parkland standards.

There are sustainability opportunities on both private and public lands in the neighbourhood. Consideration should be given in park and development designs for the possible actions described below.

On public parkland, and on privately owned, publicly accessible open space:

- **North Fort York Boulevard edge** (old lake shoreline; Gore Park; Mouth of the Creek Park) - Encourage indigenous vegetation and trees similar to the early natural environment.
- **Tree planting in road allowances** - Plant in soil where possible. If in tree trenches, use engineered soil. Secure regular watering by irrigation systems or regular watering programs, to the City's satisfaction, to ensure street trees survive and thrive.
- **Link Park and throughout the neighbourhood** - Allow for open areas for natural storm drainage to occur where possible.

On private lands:

- Broad principles of environmental sustainability have begun to permeate municipal regulation of buildings, and many builders are voluntarily incorporating so-called green materials and practices into their projects. A US group called Leadership in Energy and Environmental Design (or LEED) promotes a Green Building Rating System, and a modified Canadian approach is in preparation. This is a rigorous voluntary assessment tool, on the cutting edge of environmental materials and processes, advocating for example recycled building materials and the use of composting toilets. Toronto practitioners and developers acknowledge the merits of environmental sustainability, and the marketing potential in incorporating environmentally responsible materials and processes in their projects.
- Builders in the Fort York Neighbourhood will incorporate environmentally responsible materials and processes in their projects to the extent feasible, meeting municipal requirements for stormwater management, waste and recycling systems, and energy conservation.
- Builders shall strive to ensure that energy conserving features and environmentally appropriate materials are utilized to the greatest extent possible.
- Owners have already begun to investigate the feasibility of serving the neighbourhood with an alternate in-ground heating and cooling technology.
- All projects will meet City requirements for recycling and waste management.

Demonstration Plan



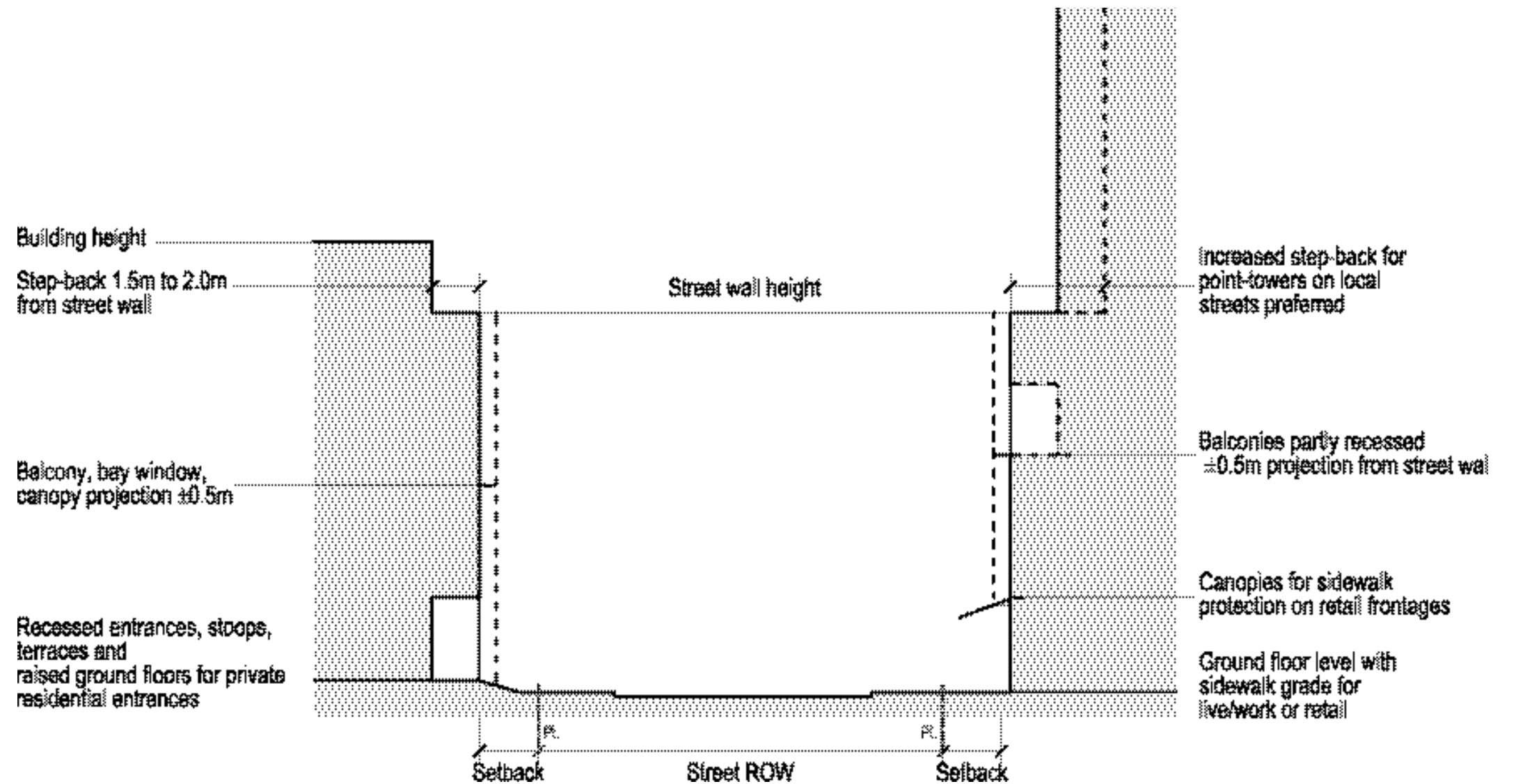
Appendix A: BUILDING PROFILES

The following Building Profile Guidelines represent a consistent vision for the Fort York Neighbourhood in terms of the placement and articulation of buildings in the vertical dimension.

The intent of the guidelines is to consider building faces, setbacks, and step-backs for individual sites in relation to the surrounding development sites, and to the scale, proportion and quality of the public open spaces.

Expression Lines are to be developed architecturally as a linear element or projection, marked by a change in colour, texture or material. Expression Lines mark the base of buildings, and help reduce its scale.

Towers should be slender in width to maintain the broadest possible views between buildings. To that end, tower floor plates are regulated in the Zoning By-laws for individual development blocks.

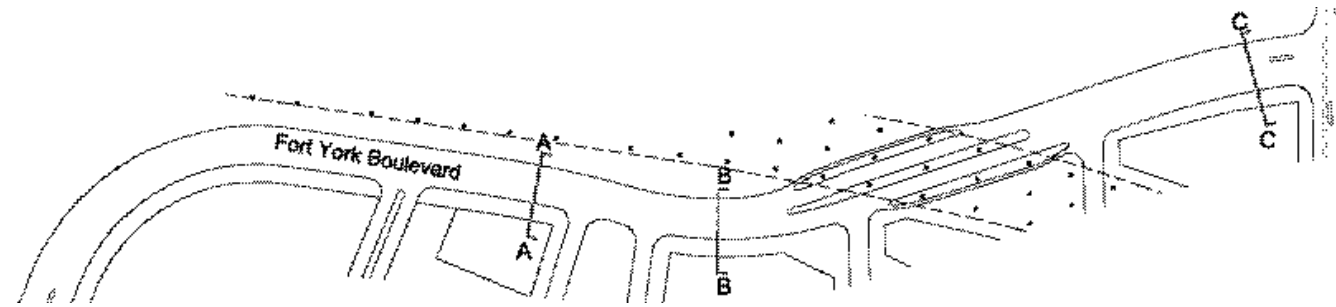


Fort York Boulevard · Building Profiles

5 = Number of Storeys
 Ca = Cap Articulation

Ex L = Expression Line
 H = Total Height (storeys)

L gf = Level Ground Floor PL = Property Line
 R gf = Raised Ground Floor St B = Step-back

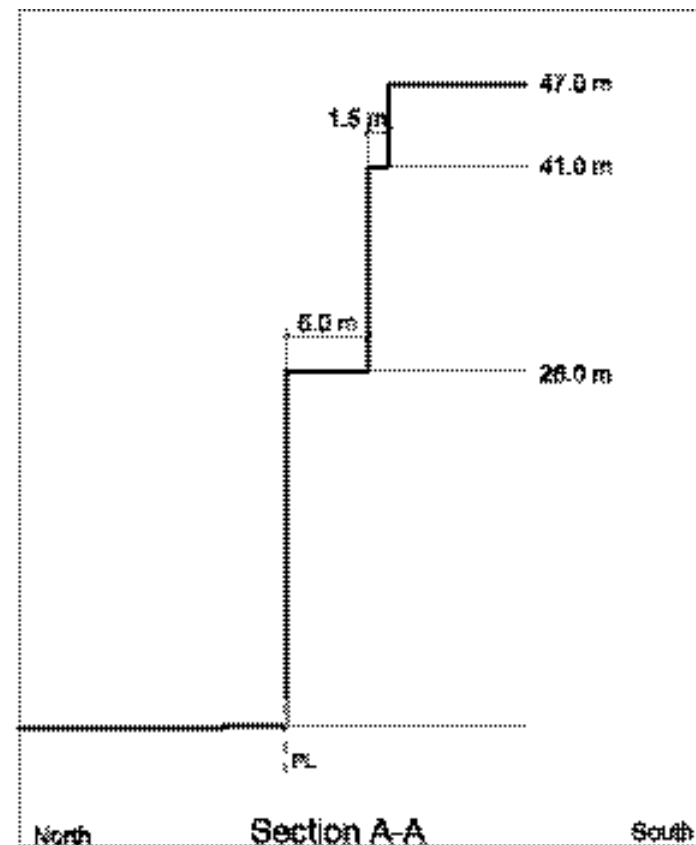


Planning Framework:

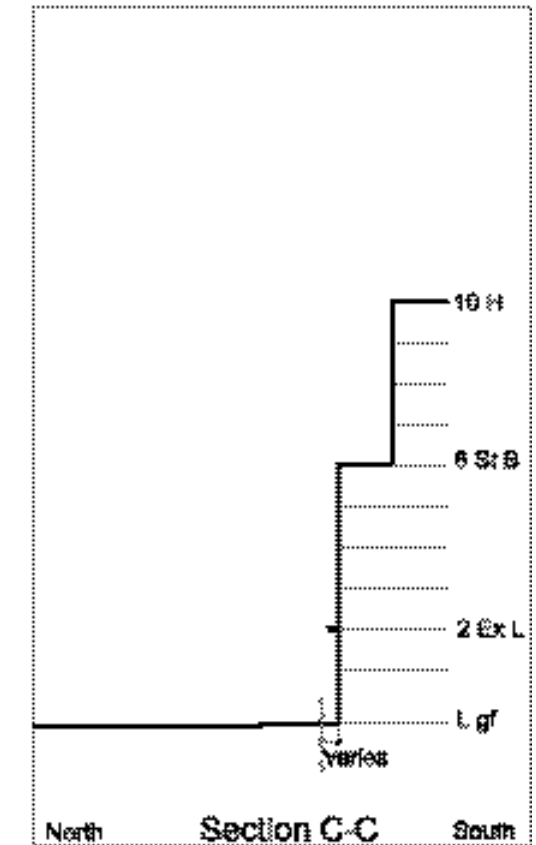
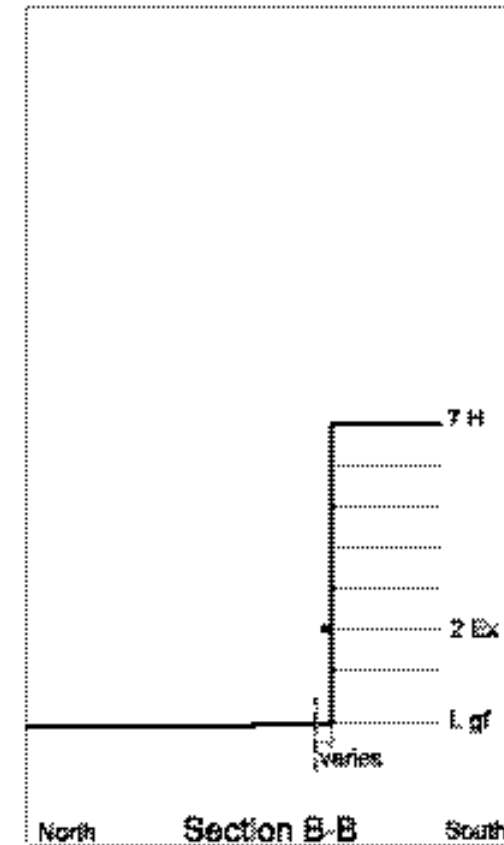
- Building frontage on the south side of Fort York Boulevard to have a strong street wall of approximately seven stories. Building heights to increase in southerly direction away from the Fort. (Secondary Plan) in Section A-A
- Block 2 has approved heights and massing by-laws (as illustrated in Section A-A). (OMB Decision/Order No. 1227, September 15, 2003)
- Development applications for frontage sites to include review by City of Toronto Preservation Services. (Secondary Plan)
- Special urban design and architectural guidelines required for review and approval by City staff for the Block 6 Triangle (southwest corner of Fort York Boulevard/Bathurst Street to address its singular, prominent, sloped corner location opposite Fort York, close to the Gardiner). (Secondary Plan)
- Where buildings on Streets 'B' and 'C' end at Fort York Boulevard, they should be setback from the Fort York Boulevard frontage, be generally symmetrical to the Link Park and present "fronts" to Fort York Boulevard.
- The building on Block 4 should front the plaza-like space under the Gardiner Expressway.

Building Profile Guidelines:

- 7 storey street wall to the full height of the frontage buildings.
- Street wall built to setback line (3.0 metres from property line or 7.5m from curb face to building face where property line varies).
- Narrow-fronted live/work units at building base with ground floor entrances level with sidewalk grade.
- 2 storey expression line and possible change of materials to express building base.
- Block 6 Triangle (Section D-D): 6 storey street wall with step-back to 10 storey landmark corner element. To be studied further through special urban design and architectural guidelines prior to Site Plan Approval.



Building Profile based on OMB Decision/Order No. 1227, September 15, 2003



Bremner Boulevard · Building Profiles

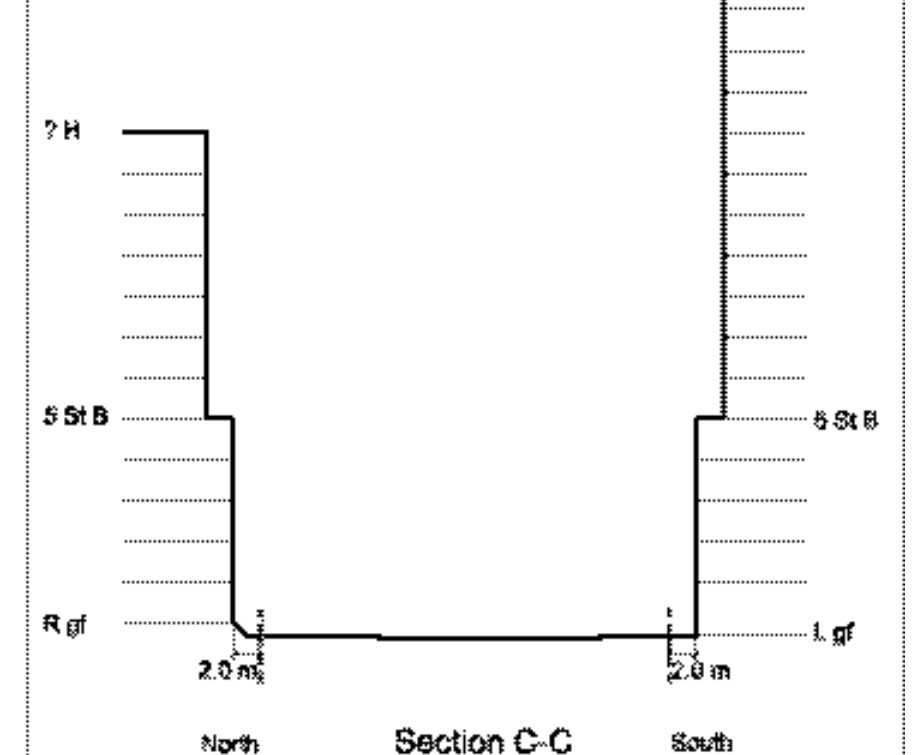
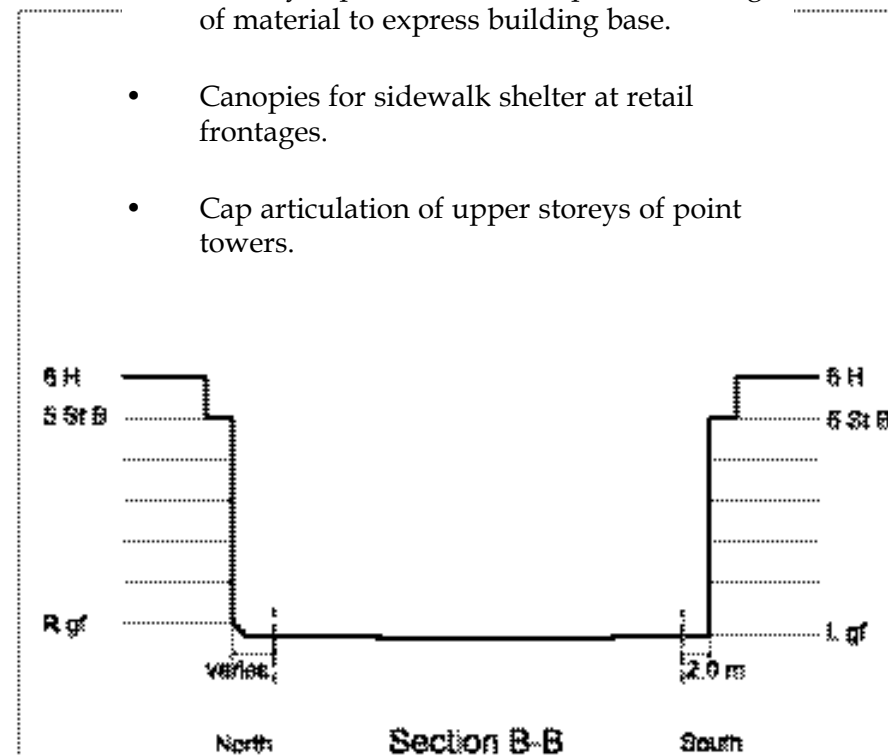
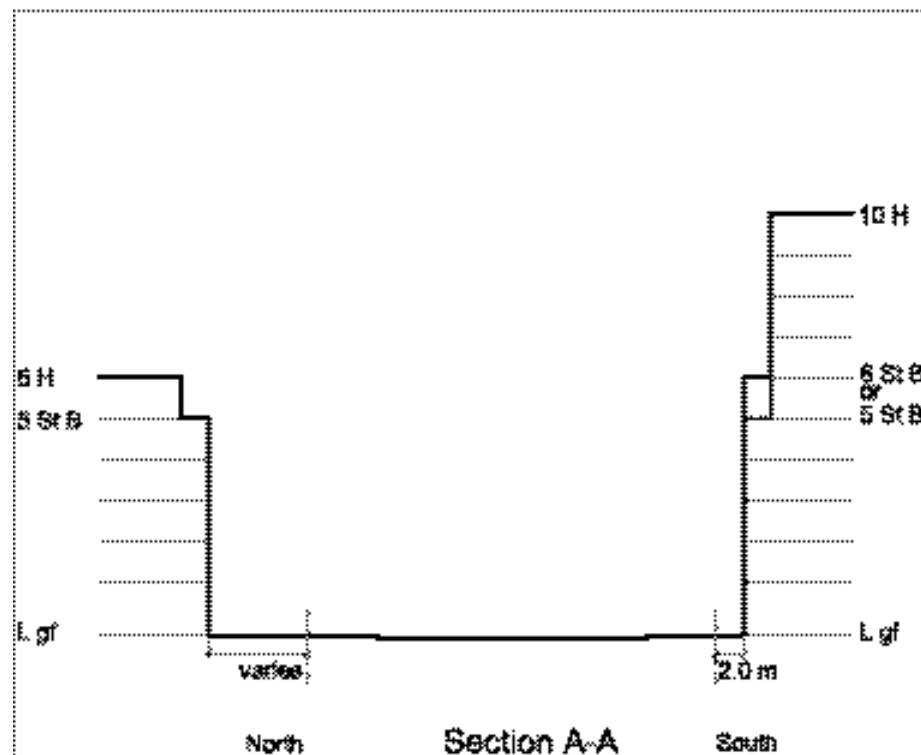
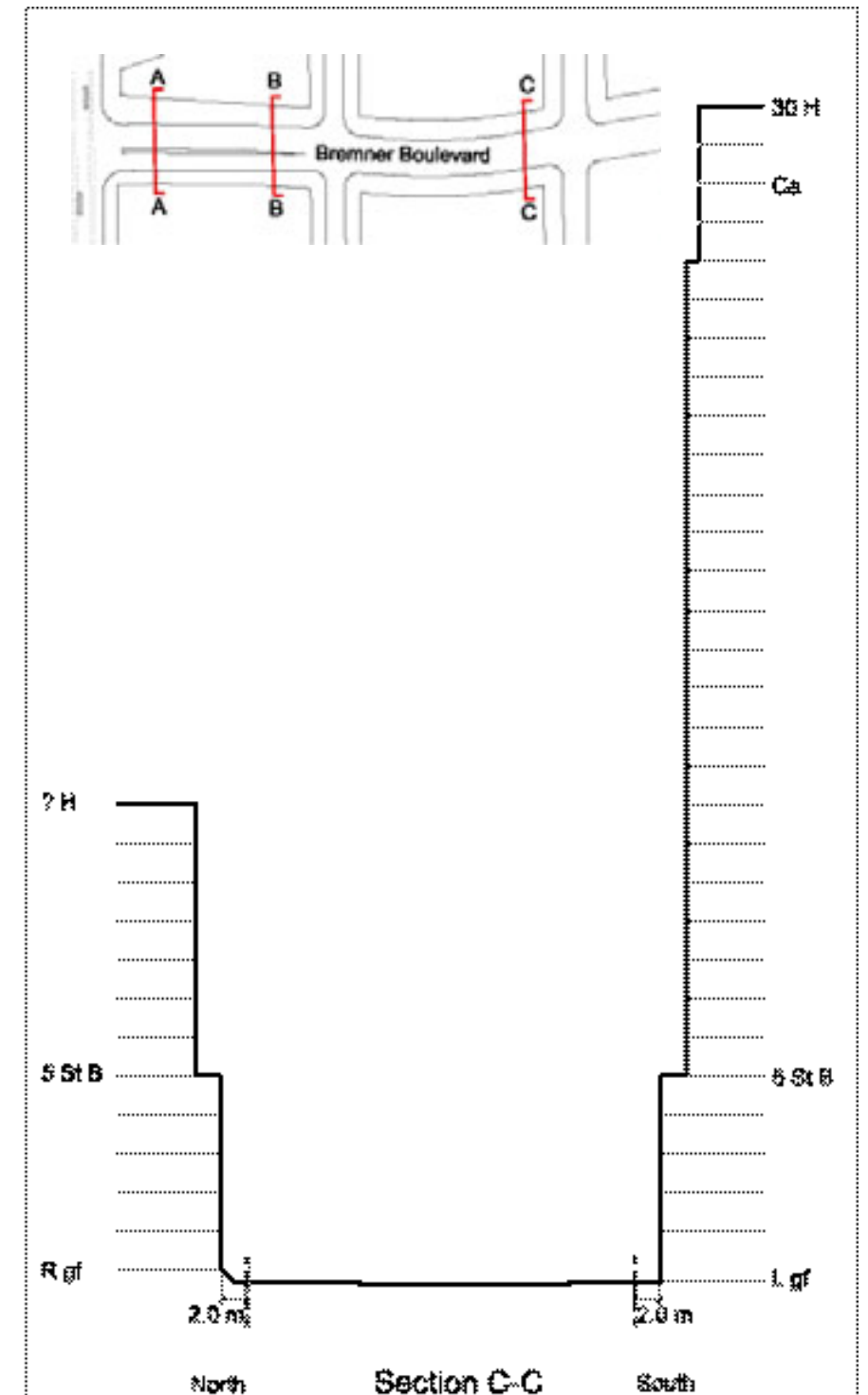
5 = Number of Storeys
Ca = Cap Articulation

Ex L = Expression Line L gf = Level Ground Floor PL = Property Line
H = Total Height (storeys) R gf = Raised Ground Floor St B = Step-back

- Building profiles are intended to establish consistent street wall heights and setbacks along Bremner between Bathurst and Spadina.

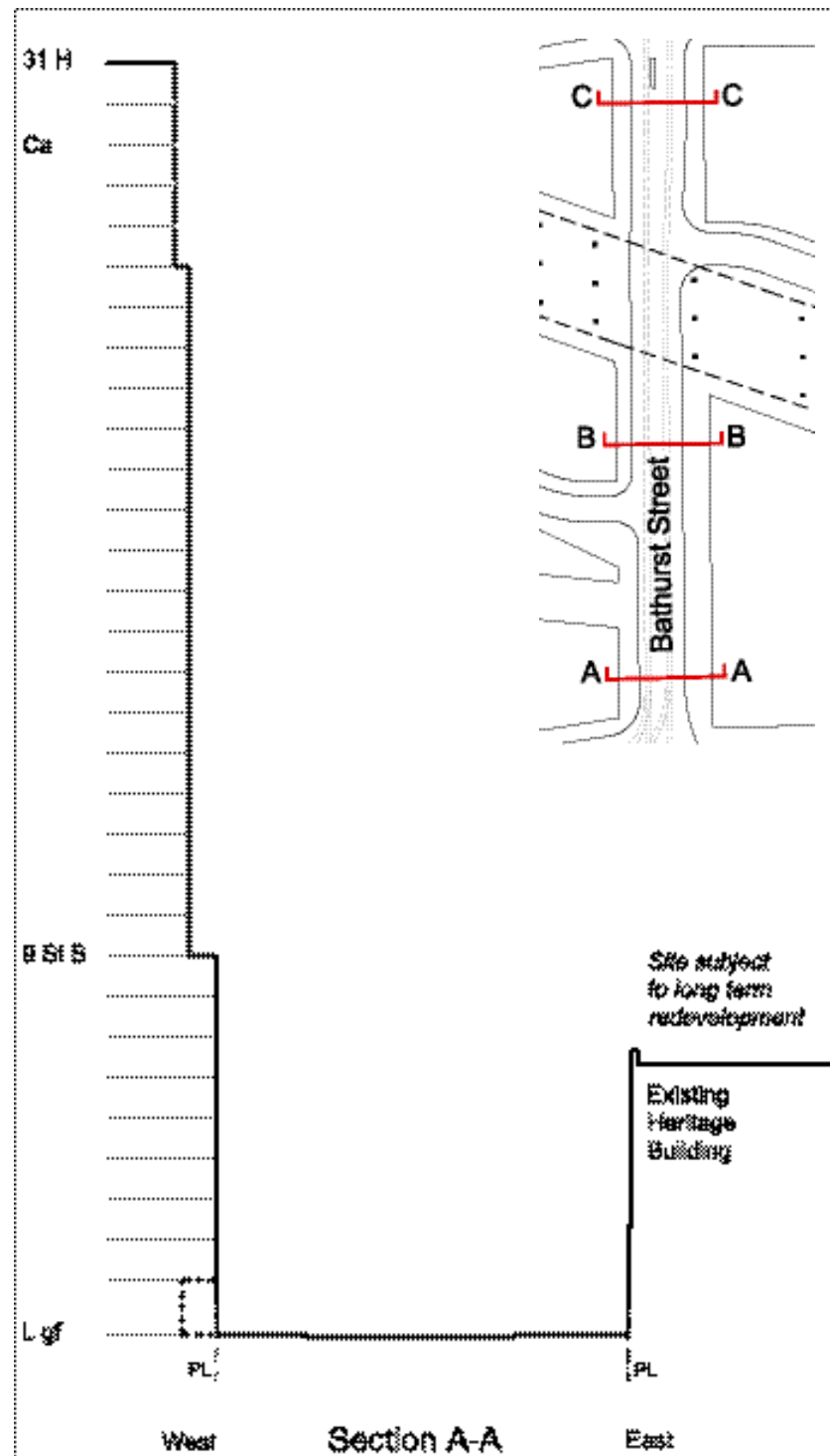
Building Profile Guidelines:

- 5 storey street wall on both sides of the street built to the setback (2.0 m) line.
- Step-back at 5 storeys on 6 storey buildings and point towers.
- Step-back at 5 or 6 storeys on 10 storey building at the southeast Bremner/Bathurst corner.
- Narrow-fronted townhouses at base of taller buildings, with raised ground floor, street entrances and stoops on north side of street (Blocks 32 and 36).
- Multiple retail or live/work with ground floor entrances level with sidewalk grades on south side of street (Blocks 33 and 37).
- 2 storey expression line and possible change of material to express building base.
- Canopies for sidewalk shelter at retail frontages.
- Cap articulation of upper storeys of point towers.



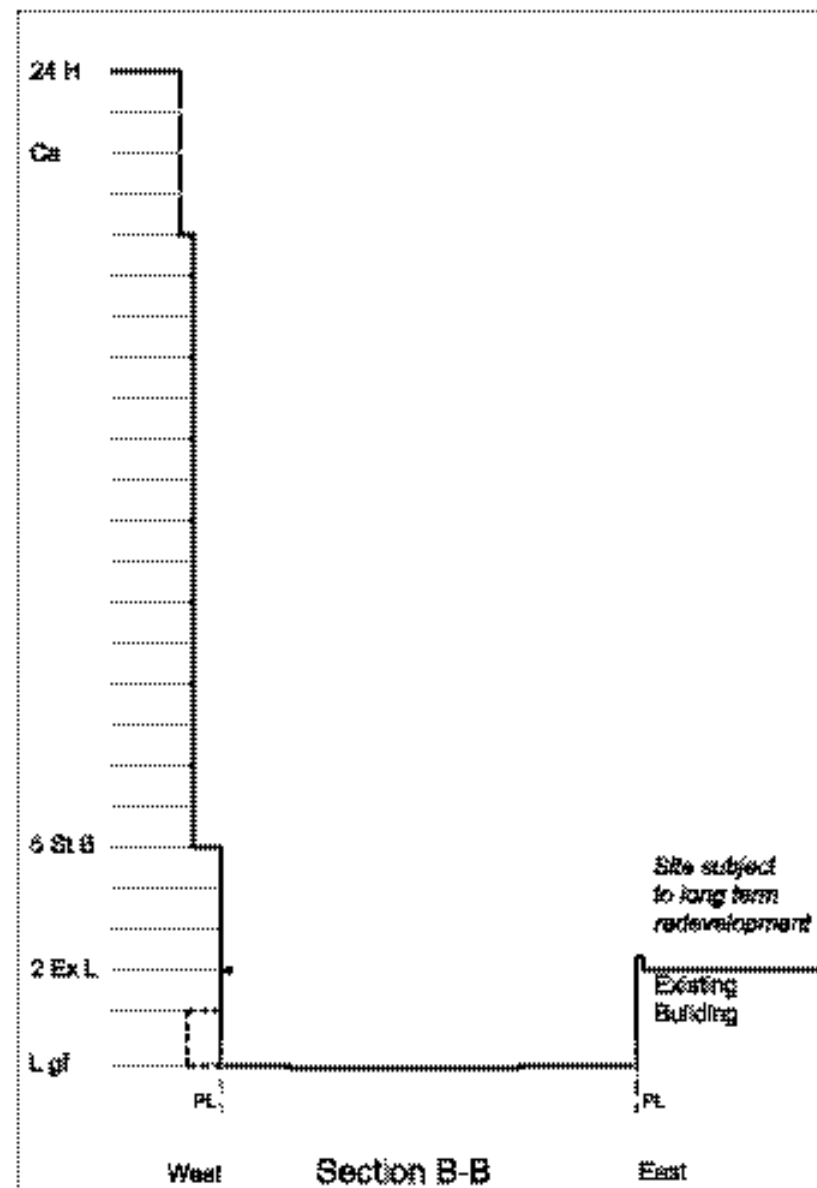
Bathurst Street · Building Profiles

- Major changes in grade between Fleet Street and Fort York Boulevard.
- The building profiles reflect the scale and importance of the connecting east-west streets.



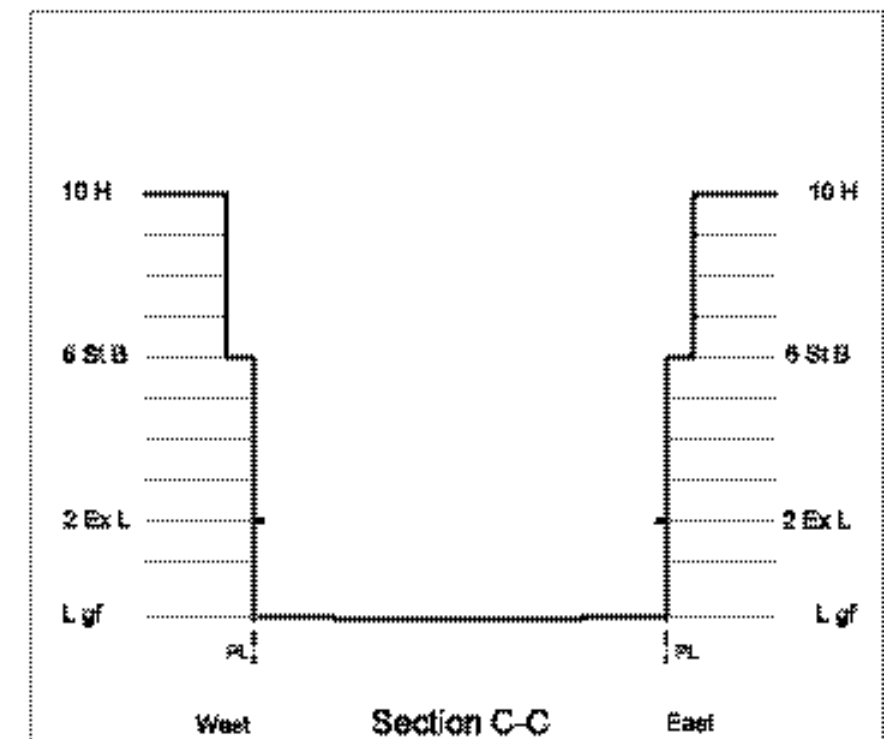
Building Profile Guidelines:

- 9 storey street wall with step-back on the Fleet frontage is repeated on the Bathurst frontage (Section A-A).
- 5 storey street wall and 2 storey expression line on South Mews is extended around the corner to Bathurst Street (Section B-B).



5 = Number of Storeys
 Ca = Cap Articulation
 Ex L = Expression Line
 L gf = Level Ground Floor
 PL = Property Line
 H = Total Height (storeys)
 R gf = Raised Ground Floor
 St B = Step-back

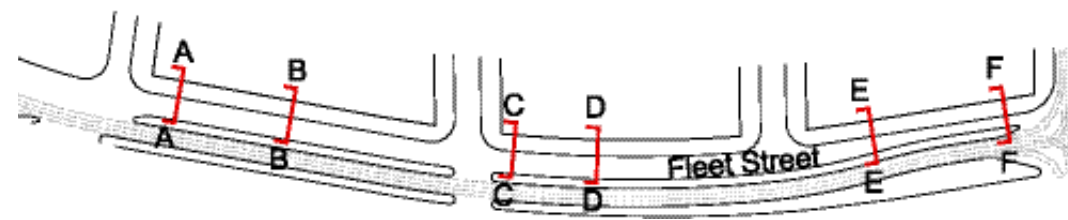
- 6 storey street wall and 2 storey expression line on Fort York Boulevard is extended around the corner to Bathurst Street and repeated on the east side to establish a symmetrical pairing to the bridge approach (Section C-C). Special urban design and architectural guidelines are required for the Block 6 Triangle. (Secondary Plan)
- Retail and commercial uses and residential lobbies are the anticipated ground floor building uses. Ground floor entrances should be level with the sidewalk grades requiring special design attention where there are significant grade changes along the building frontages.
- Canopies for sidewalk protection at retail frontages
- Cap articulation of upper storeys of point towers



Fleet Street · Building Profiles

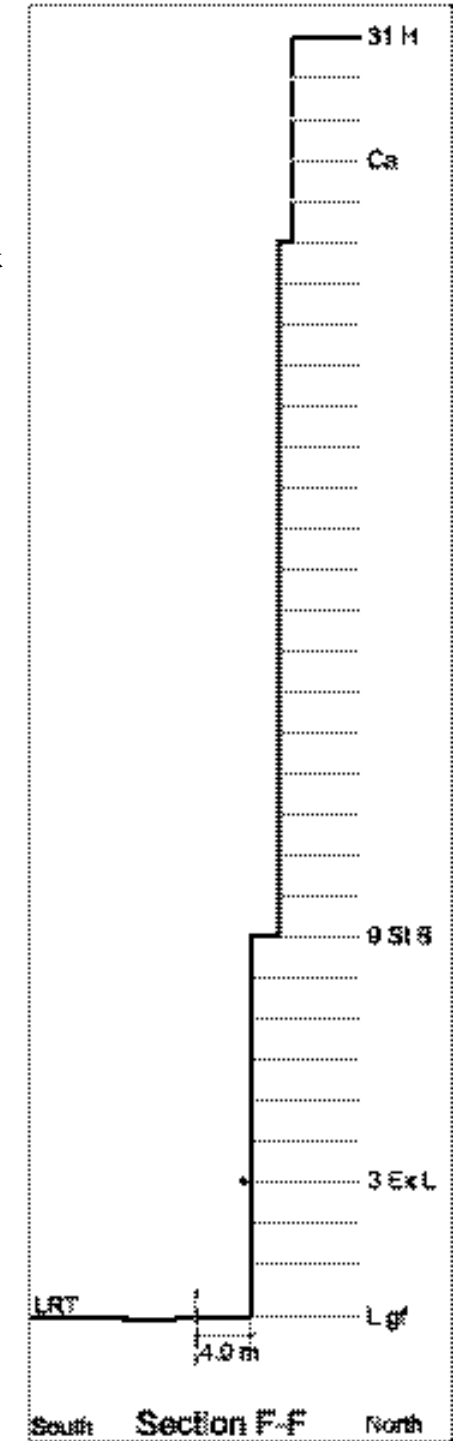
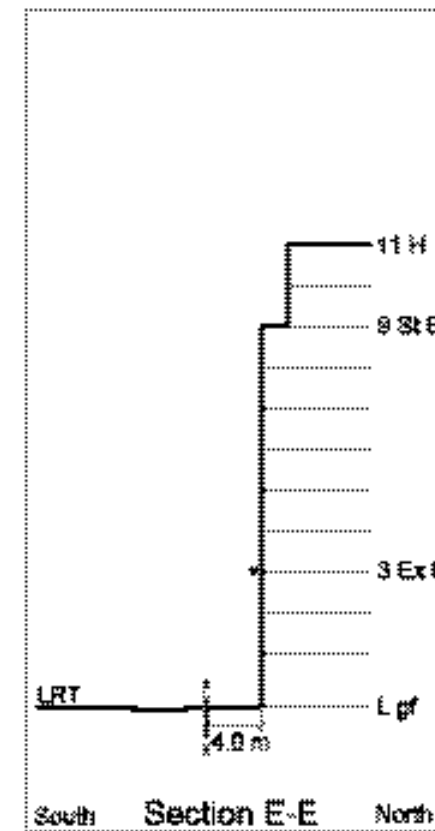
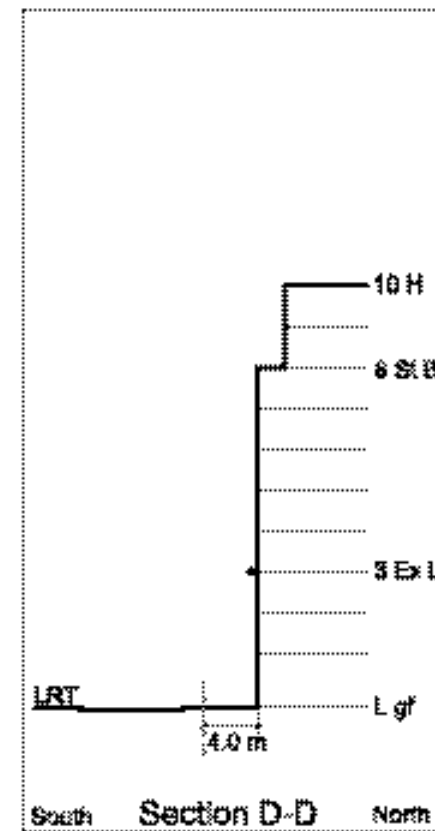
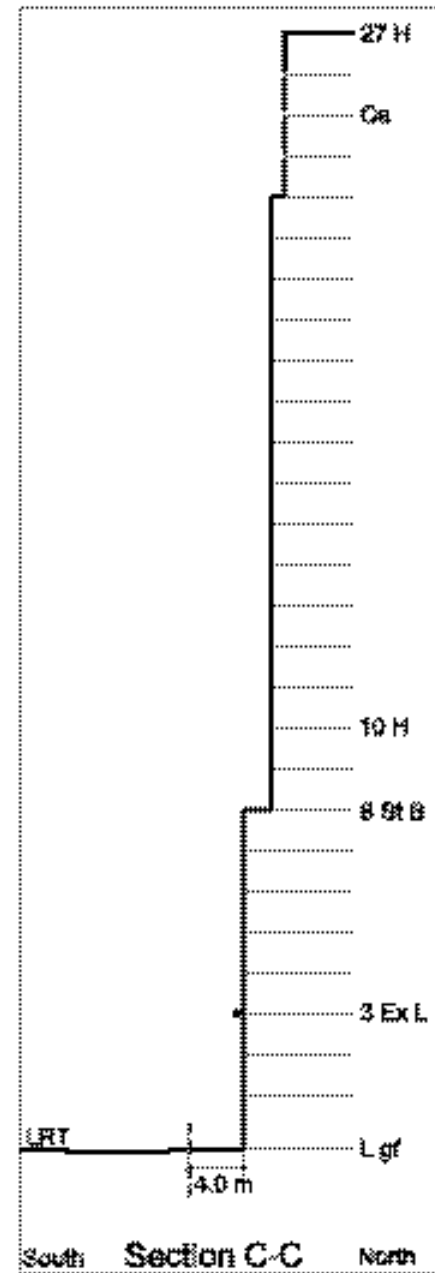
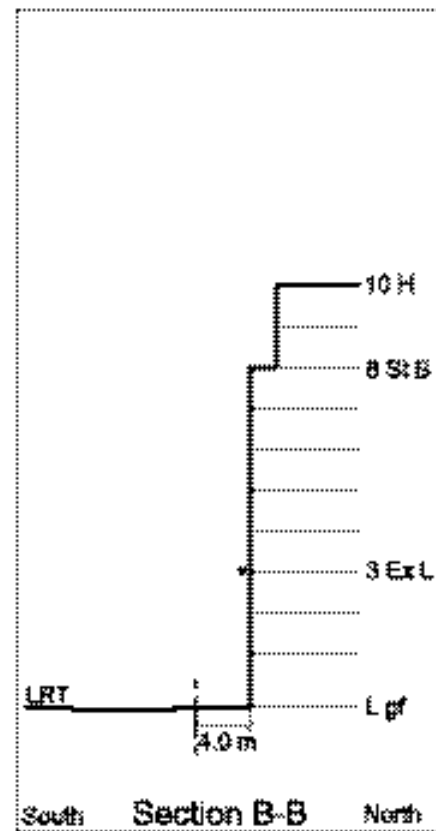
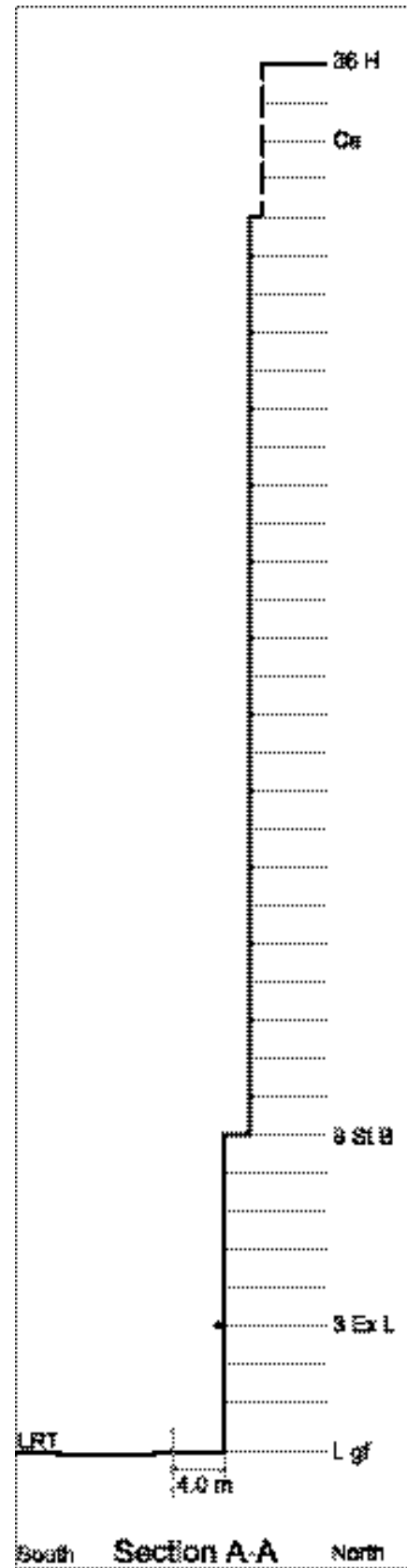
5 = Number of Storeys
 Ca = Cap Articulation

Ex L = Expression Line L gf = Level Ground Floor PL = Property Line
 H = Total Height (storeys) R gf = Raised Ground Floor St B = Step-back



Building Profile Guidelines:

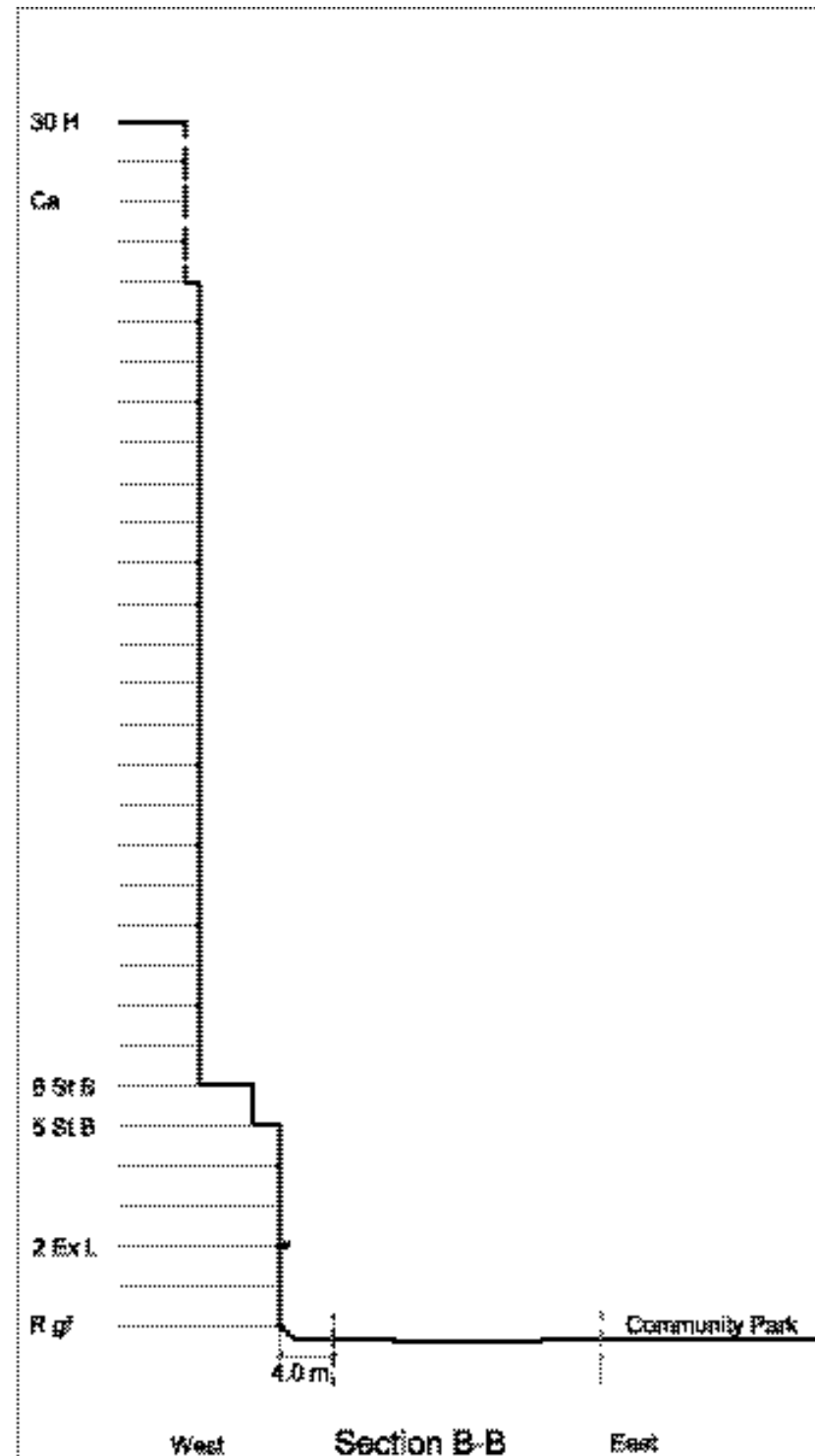
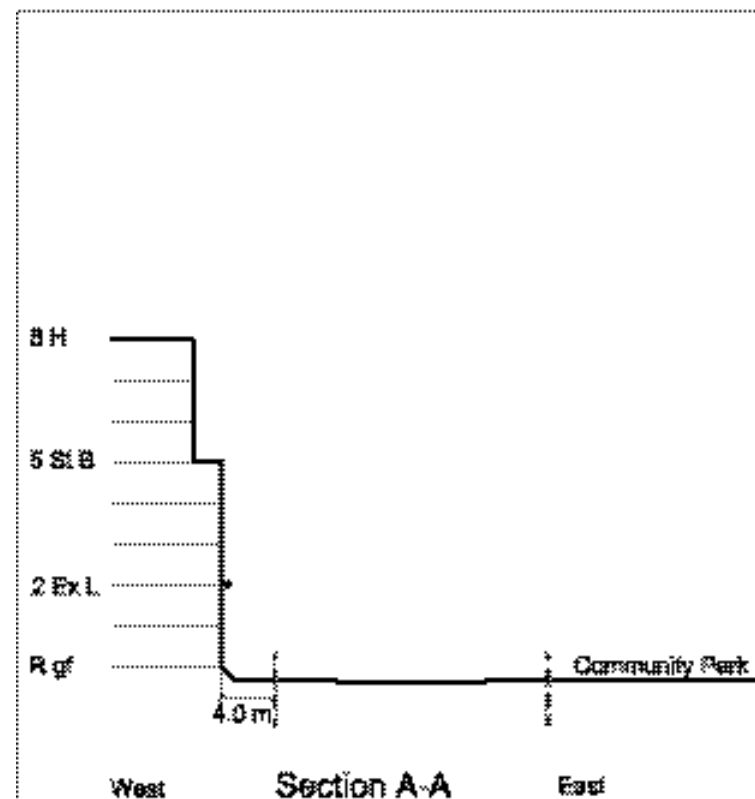
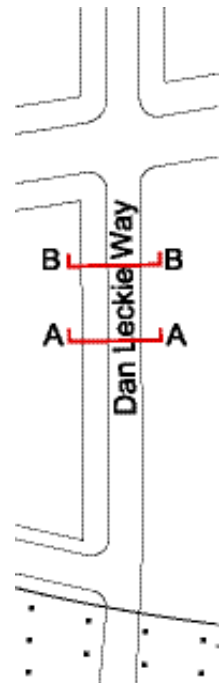
- 8 or 9 storey street walls built to back of 4.0 metre sidewalk easement (Blocks 3A, 5, and 7).
- Step-backs at 8 storeys on 10 storey base buildings and point towers.
- Step-back at 9 storeys on 11 storey base building and point tower.
- Narrow-fronted 2 storey convertible live/work or retail at building base with entrances level with sidewalk grade.
- Canopies for sidewalk shelter at retail frontages.
- Cap articulation of upper storeys of point towers.



Dan Leckie Way (Portland Street) · Building Profiles

5 = Number of Storeys
 Ca = Cap Articulation

Ex L = Expression Line L gf = Level Ground Floor PL = Property Line
 H = Total Height (storeys) R gf = Raised Ground Floor St B = Step-back



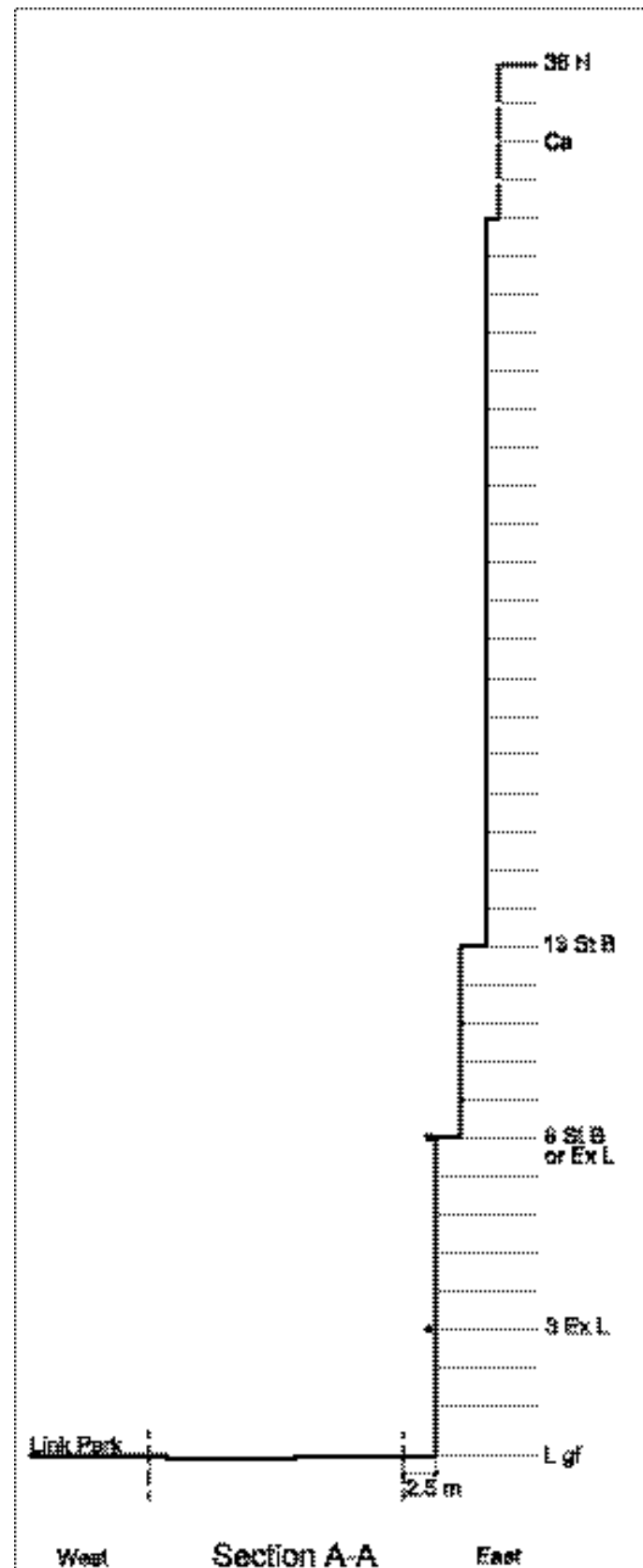
Building Profile Guidelines:

- 5 storey street wall built to the setback (4.0 m) line extending the street wall of Bremner Boulevard onto the Community Park frontage.
- Step-backs at 5 storeys and 6 storeys on point towers (total 6.0m step-back from street wall)
- Step-back at 5 storeys on 8 storey base building. (Note: because Dan Leckie Way slopes down approximately two floors from Bremner Boulevard to Housey Street, step-back occurs at approximately 7 storey height above the lower street level.)
- Narrow fronted townhouses at building base with raised ground floor, street entrances and stoops/terraces.
- Ground floors of townhouses should be stepped to maintain common relationship with slope of street.
- 2 storey expression line and possible change of materials to articulate the building base, stepped to express slope of street.
- Cap articulation of upper storeys of point towers.

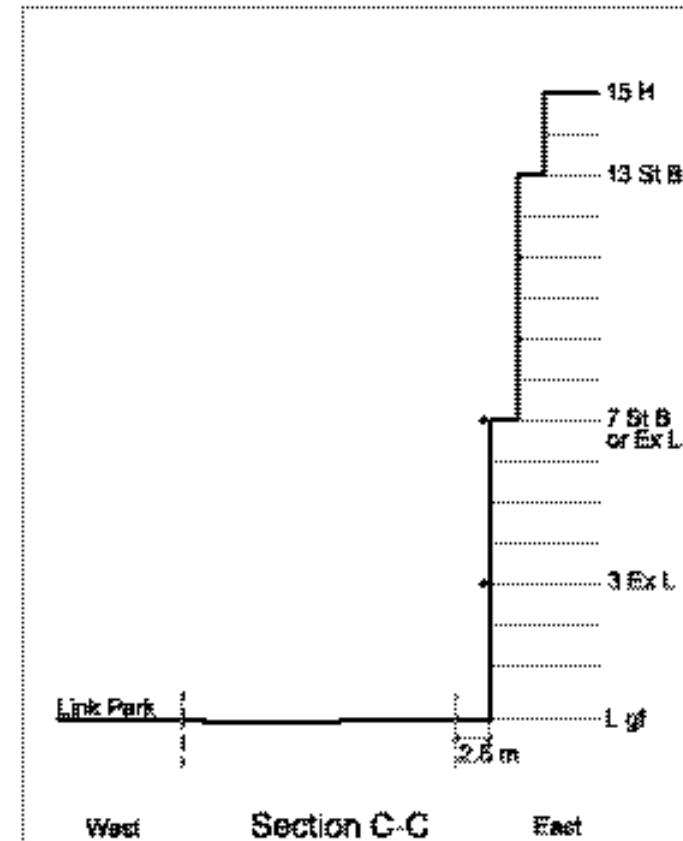
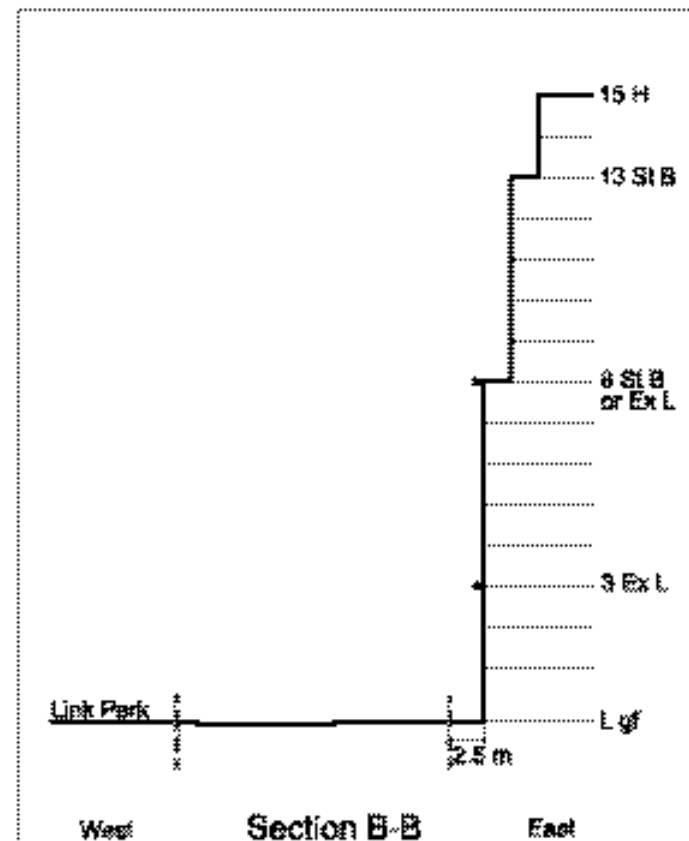
Street 'C' · Building Profiles

5 = Number of Storeys
Ca = Cap Articulation

Ex L = Expression Line L gf = Level Ground Floor PL = Property Line
H = Total Height (storeys) R gf = Raised Ground Floor St B = Step-back

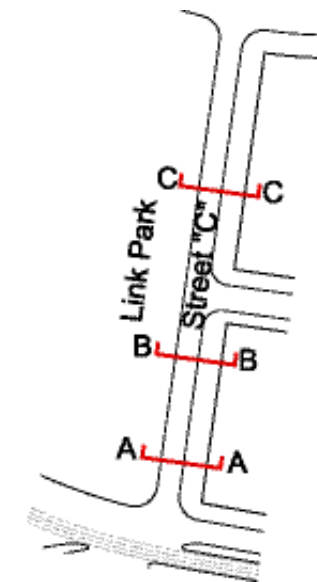


- Local north-south street on the east side of Link Park which is the focal public space of the neighbourhood.
- An important pedestrian and cycle link and view corridor between Fort York and Coronation Park.
- Building profiles are intended to express a principal frontage of the neighbourhood and to link up with other important frontages on Fort York Boulevard and Fleet Street.
- Building ground floors to be designed to accommodate possible future pedestrian supportive uses such as retail, commercial, and community facilities.



Building Profile Guidelines:

- 7 storey street wall built to setback (2.5 m) line extending the street wall height of Fort York Boulevard onto the Link Park frontage.
- Step-back or expression line at 8 or 9 storeys.
- Step-back at 13 storeys on 15 storey buildings and point tower.
- Narrow-frontage 2 storey live/work units at the building base convertible to retail etc. uses. Ground floor entrances to be level with sidewalk grades.
- 3 storey expression line and possible change of material to emphasize a larger scale building base.
- Canopies for sidewalk shelter at retail/etc. frontages.
- Cap articulation of upper storeys of point tower.



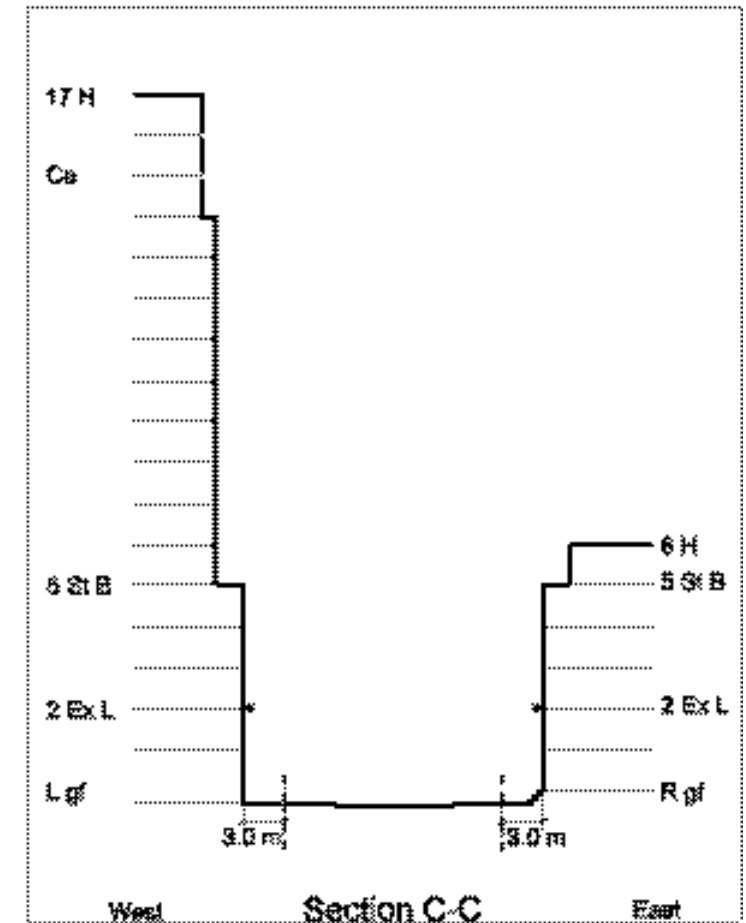
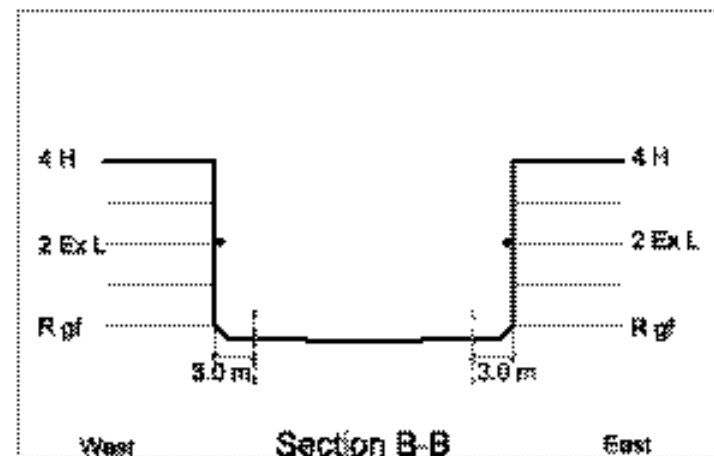
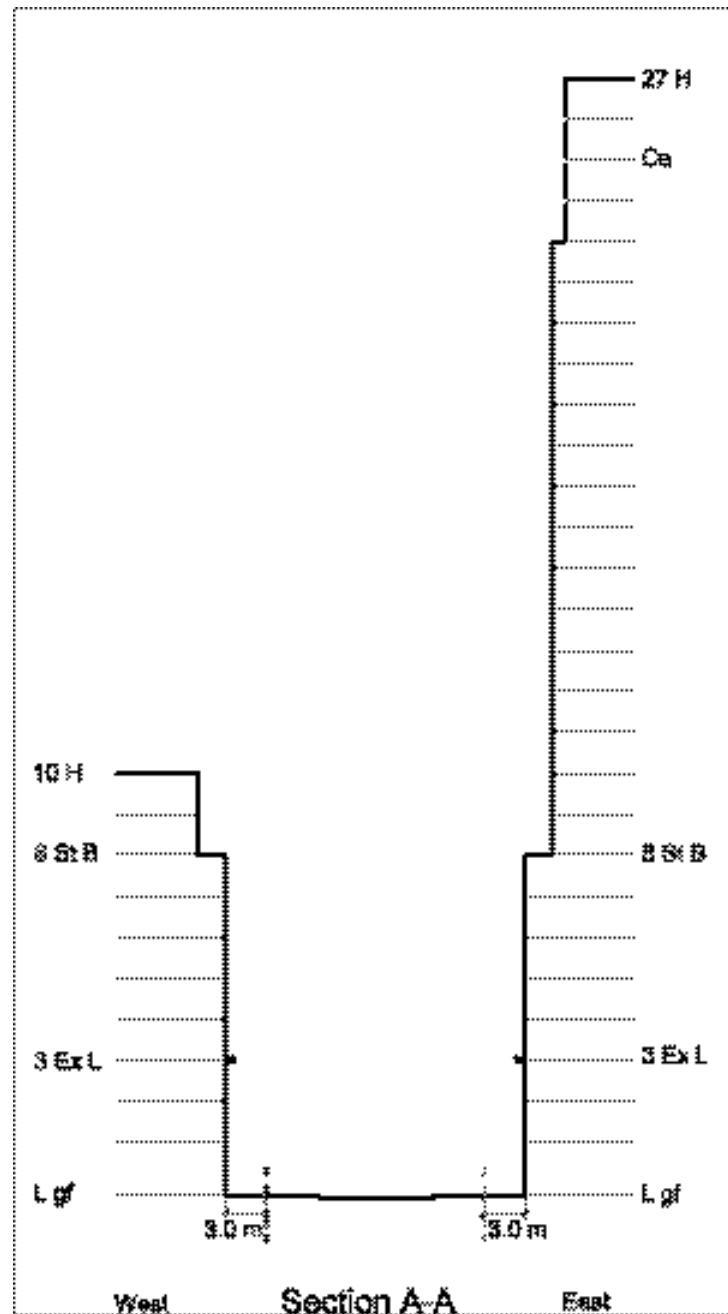
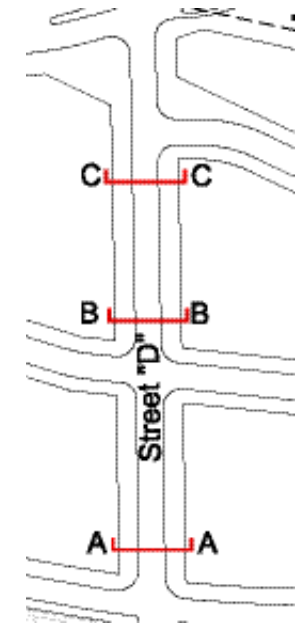
Street 'D' · Building Profiles

5 = Number of Storeys
 Ca = Cap Articulation

Ex L = Expression Line L gf = Level Ground Floor PL = Property Line
 H = Total Height (storeys) R gf = Raised Ground Floor St B = Step-back

Building Profile Guidelines:

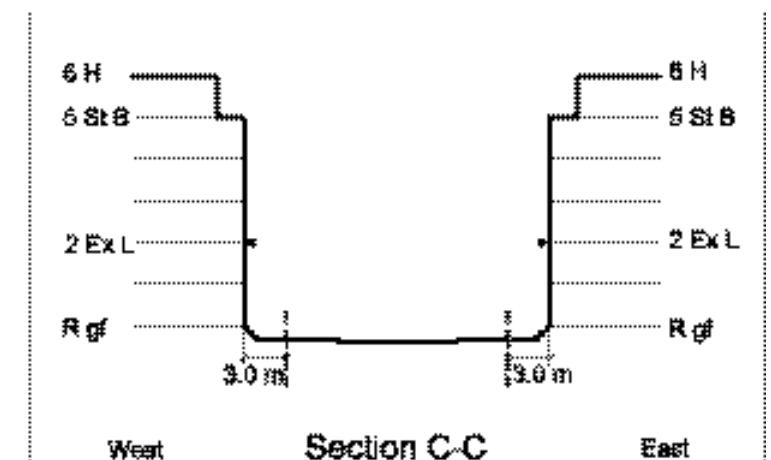
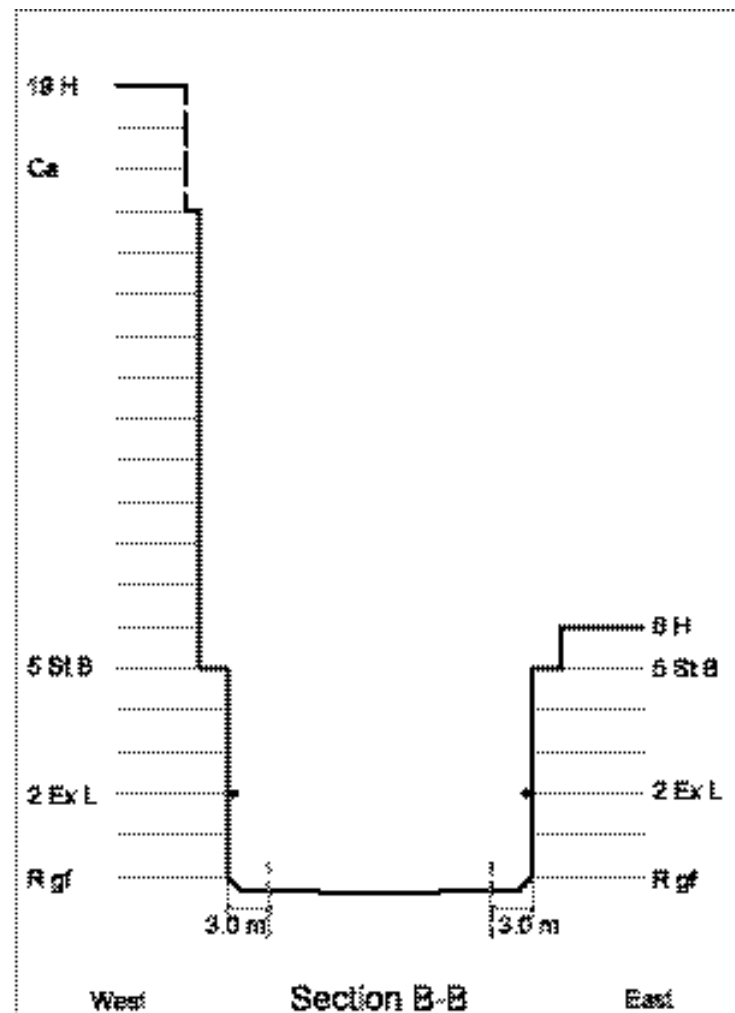
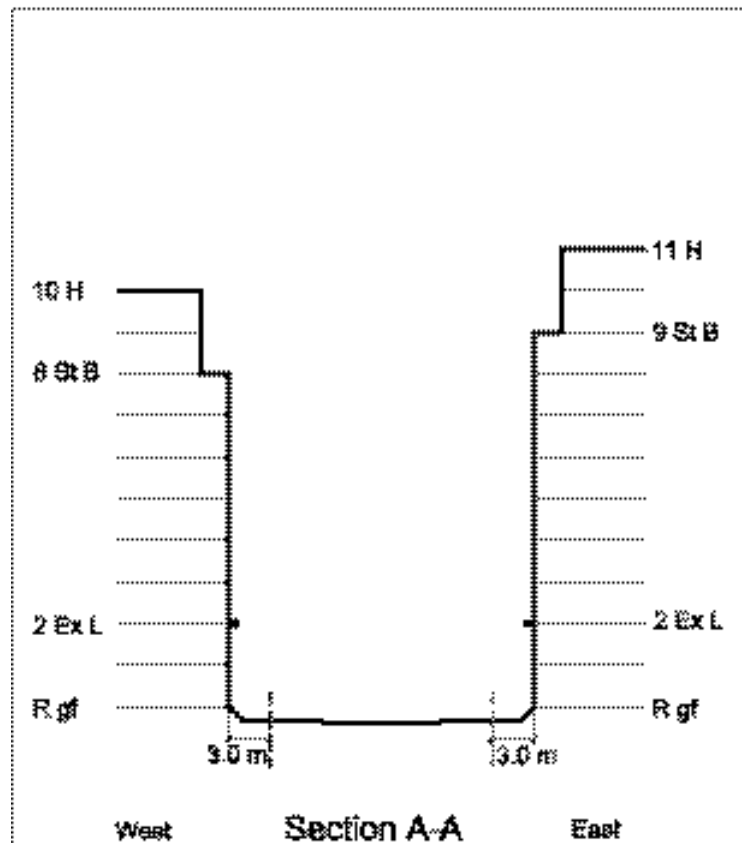
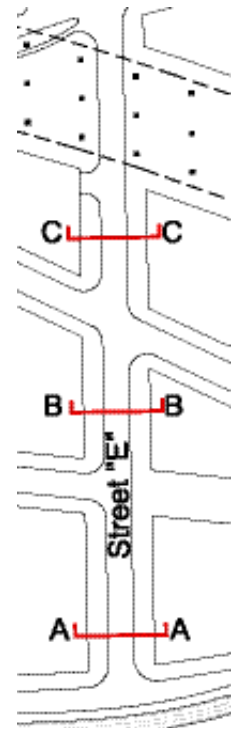
- 3 storey street wall/expression line extended from Fleet Street.
- 4 storey street wall built to the setback (3.0m) line on both sides of the street.
- Step-back at 5 storeys on higher buildings.
- Narrow-fronted townhouses at building base with raised ground floor, street entrances and stoops.
- 2 storey expression line and possible change of material to express domestic-scale base.
- Point Tower (Block 3A) lobby entrance defers to continuity of street wall.
- Cap articulation of upper storeys of point towers.



Street 'E' · Building Profiles

5 = Number of Storeys
 Ca = Cap Articulation

Ex L = Expression Line L gf = Level Ground Floor PL = Property Line
 H = Total Height (storeys) R gf = Raised Ground Floor St B = Step-back



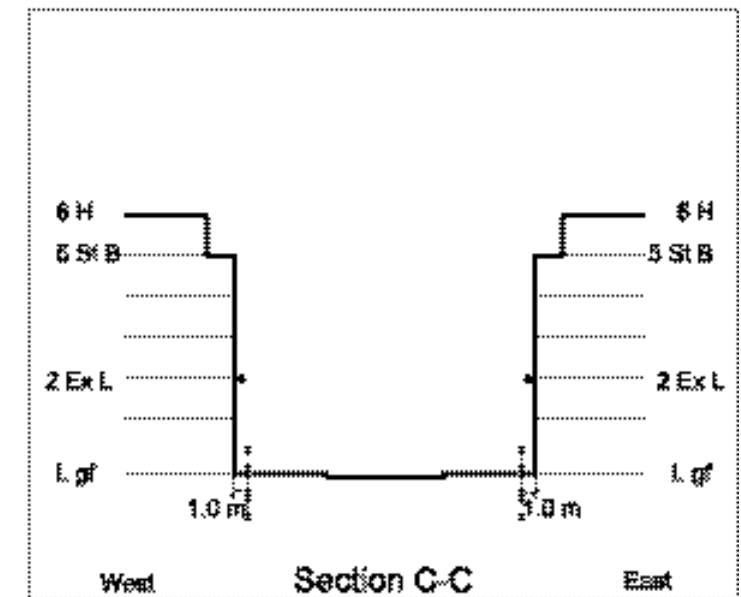
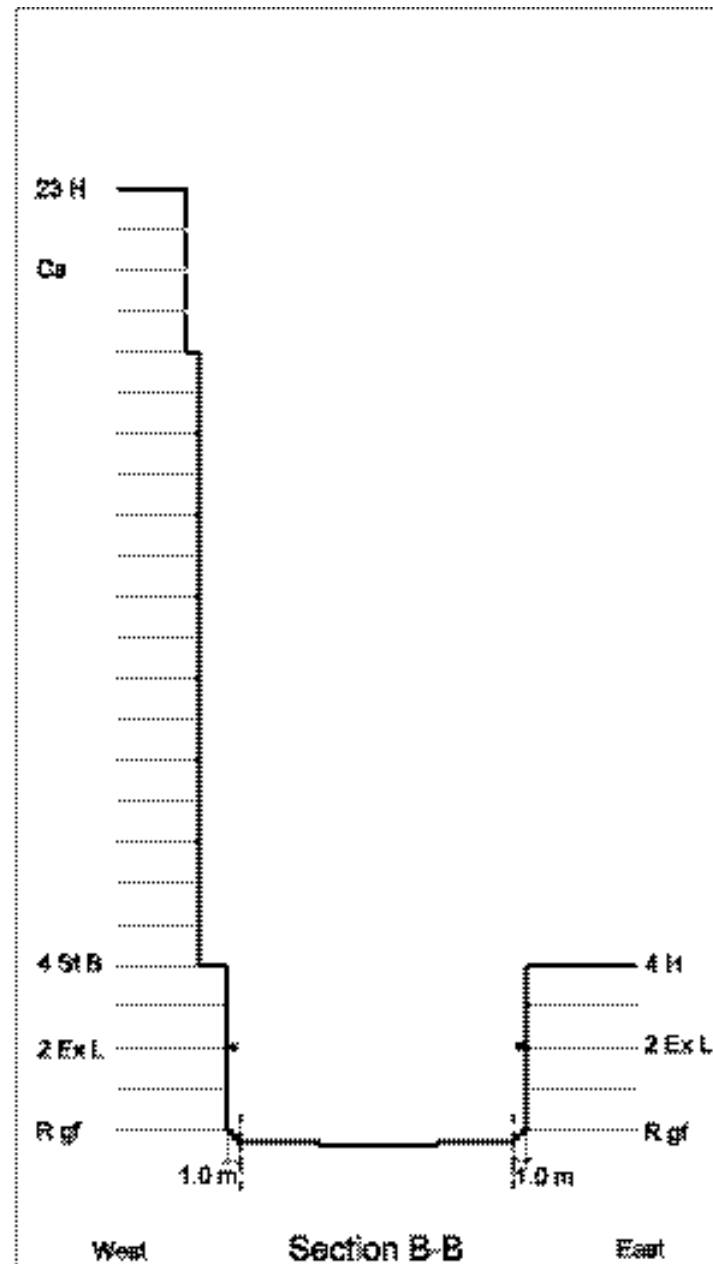
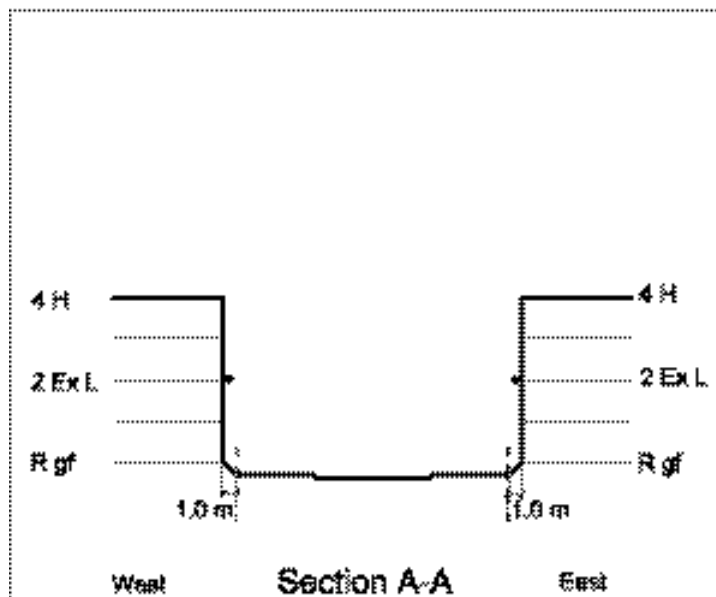
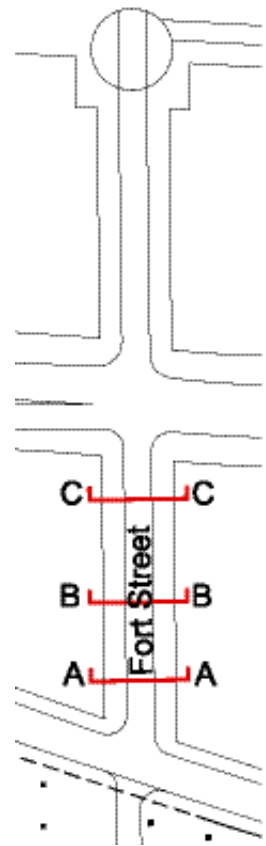
Building Profile Guidelines:

- 5 storey street wall built to the setback (3.0m) line on both sides of the street.
- Step-back at 5 storeys on 6 storey buildings and tower.
- Narrow-fronted townhouses at base of buildings, with raised ground floor, street entrances and stoops.
- 2 storey expression line and possible change of material to express domestic-scale base.
- Point tower (Block 4A) lobby entrance defers to continuity of street wall.
- Cap articulation of upper storeys of point tower.

Fort Street · Building Profiles

5 = Number of Storeys
Ca = Cap Articulation

Ex L = Expression Line L gf = Level Ground Floor PL = Property Line
H = Total Height (storeys) R gf = Raised Ground Floor St B = Step-back

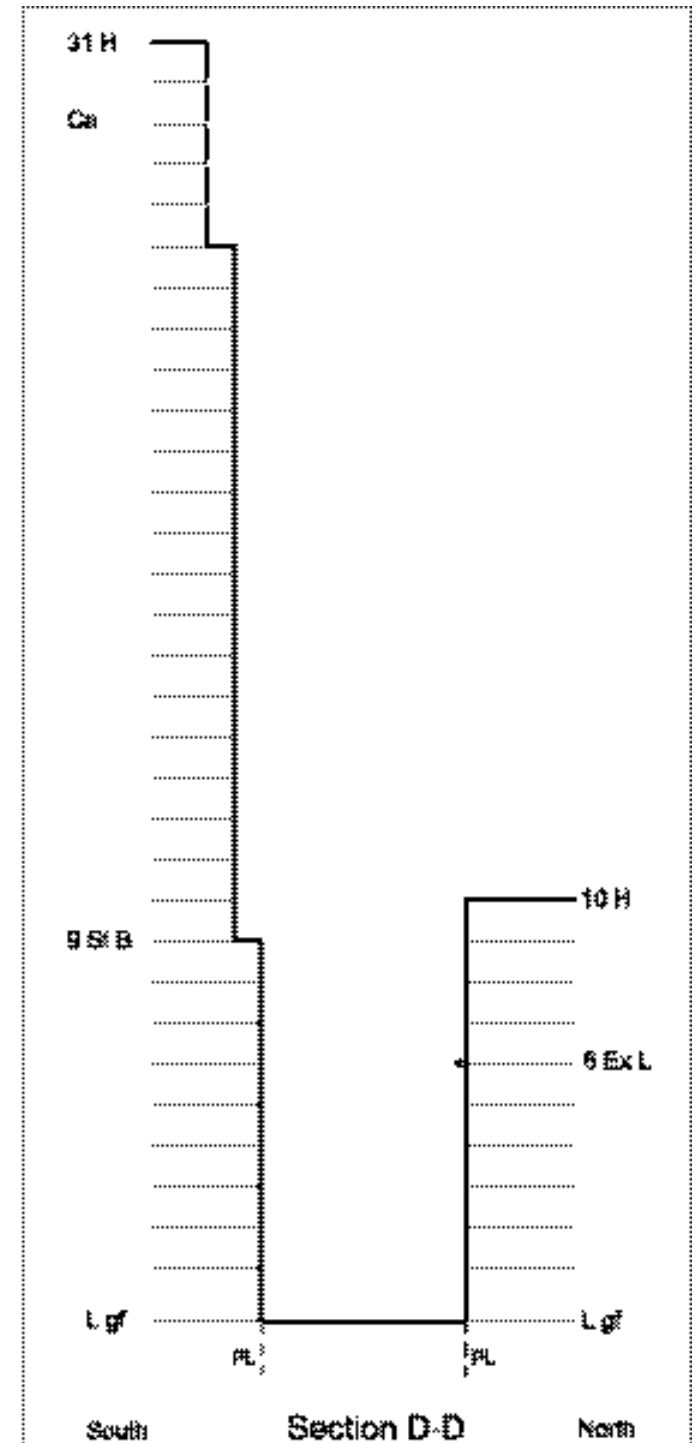
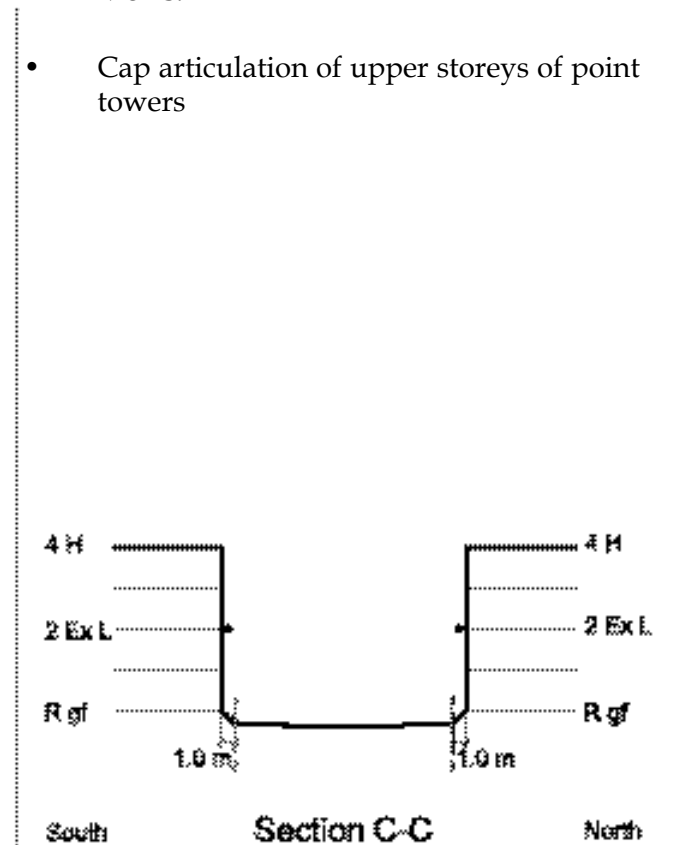
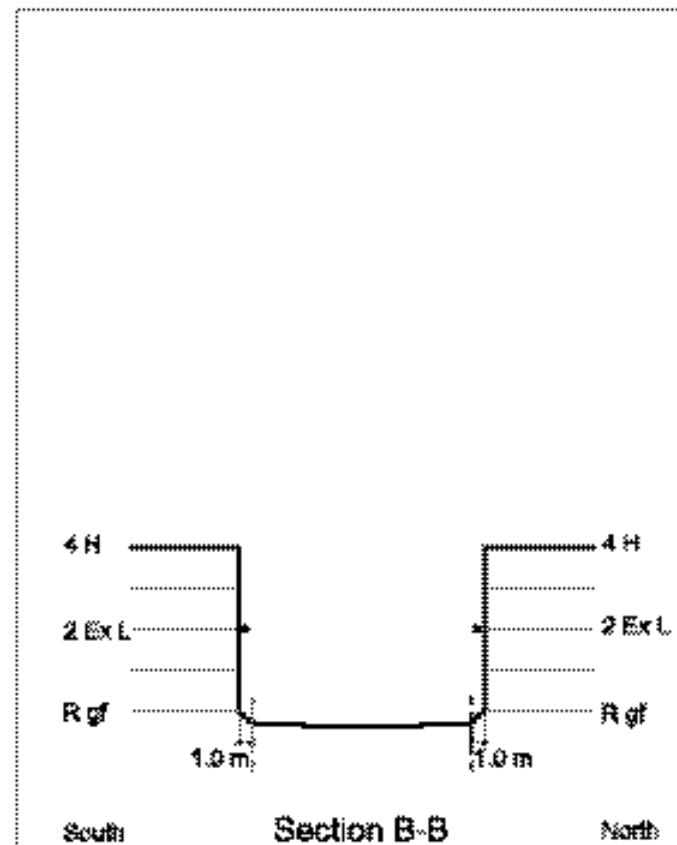
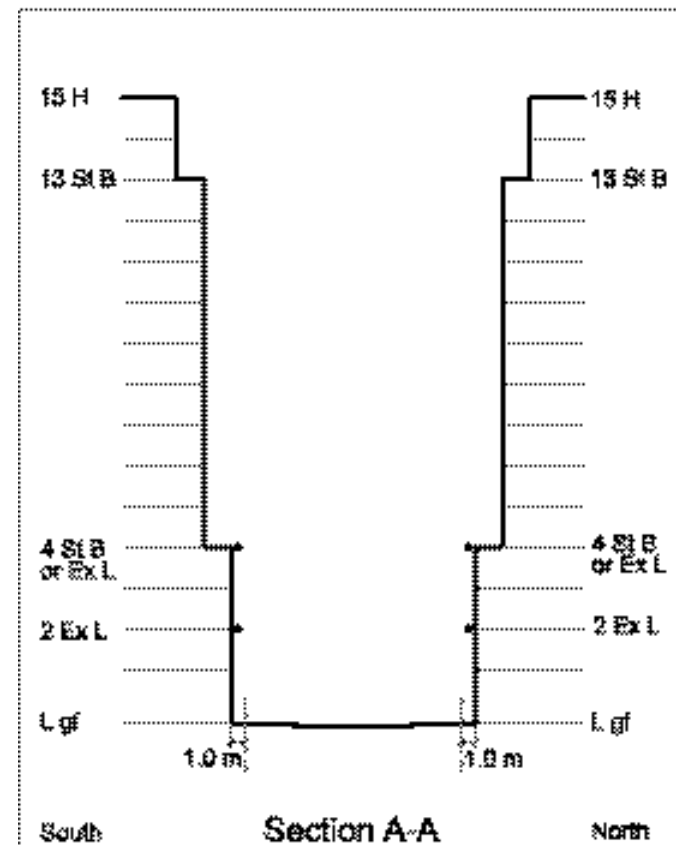
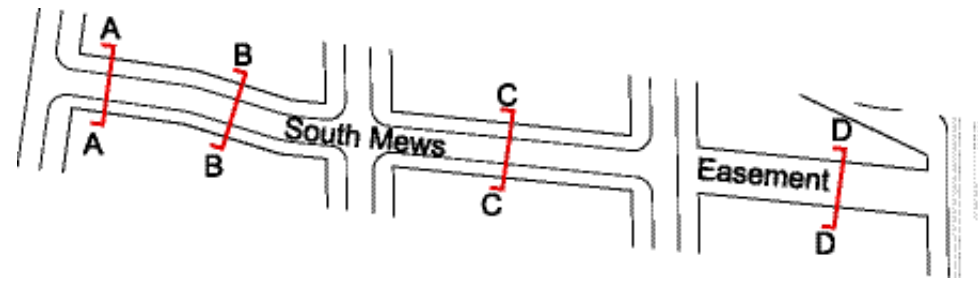


Building Profile Guidelines:

- 4 storey street wall built to the setback (1.0m) line on both sides of the street. (Note: building face to building face dimension same as Streets 'D' and 'E'.)
- 5 storey street wall of Bremner Boulevard extended onto Fort Street at corner buildings.
- Narrow fronted townhouses with raised ground floor, street entrances and stoops (1.0 to 2.0 metre encroachment on ROW).
- 2 storey expression line and possible change of materials to express domestic-scale base.
- Point tower (Block 37) lobby entrance defers to continuity of street wall.
- Step-back at 4 storeys on point tower.
- Cap articulation of upper storeys of point tower.

South Mews · Building Profiles

- The South Mews extends from the Street 'C' and Link Park to Street 'E' and a mid-block pedestrian route (Blocks 6A and 7) easement connecting to Bathurst Street.



5 = Number of Storeys
Ca = Cap Articulation

Ex L = Expression Line
H = Total Height (storeys)

L gf = Level Ground Floor
PL = Property Line
R gf = Raised Ground Floor
St B = Step-back

Building Profile Guidelines:

- 4 storey street wall buildings built to setback (1.0m) lines on both sides of the mews.
- Step-back at 4 storeys on 15 storey buildings fronting Street 'C' (Section A-A).
- Narrow fronted stacked townhouses on both sides of the mews with raised ground floor, street entrances and stoops.
- 2 storey expression line and possible change of material to express domestic-scale base. Expression line extended to corner buildings at Street 'C'.
- Step-back at 13 storeys on 15 storey buildings on Street 'C' continued onto South Mews.
- Cap articulation of upper storeys of point towers

North Mews · Building Profiles

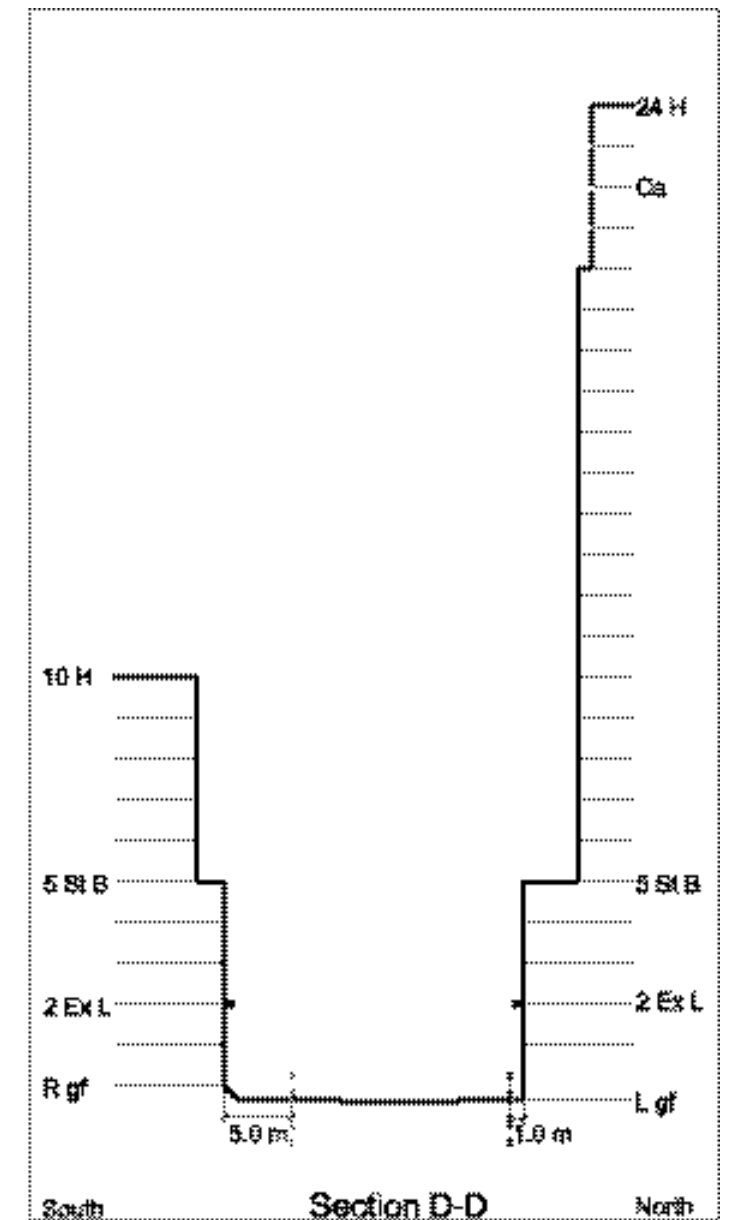
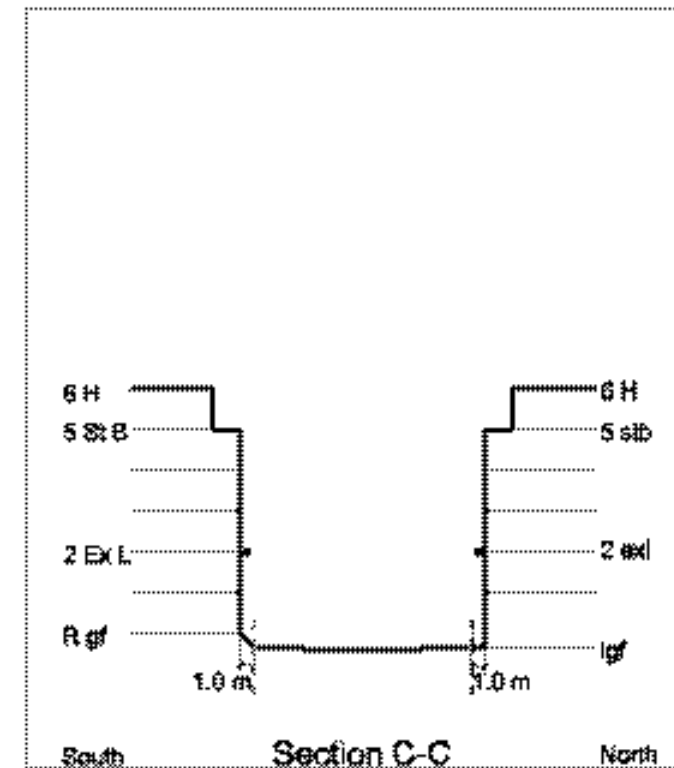
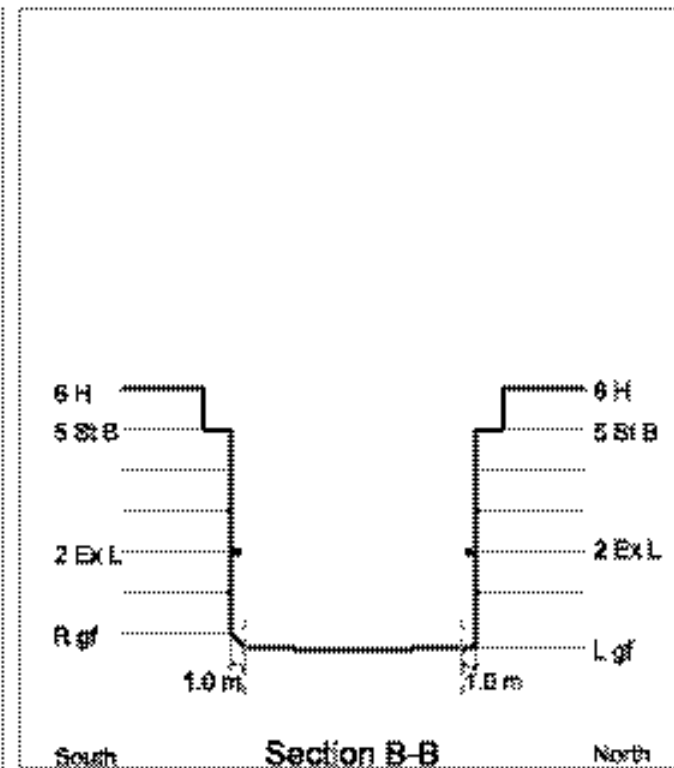
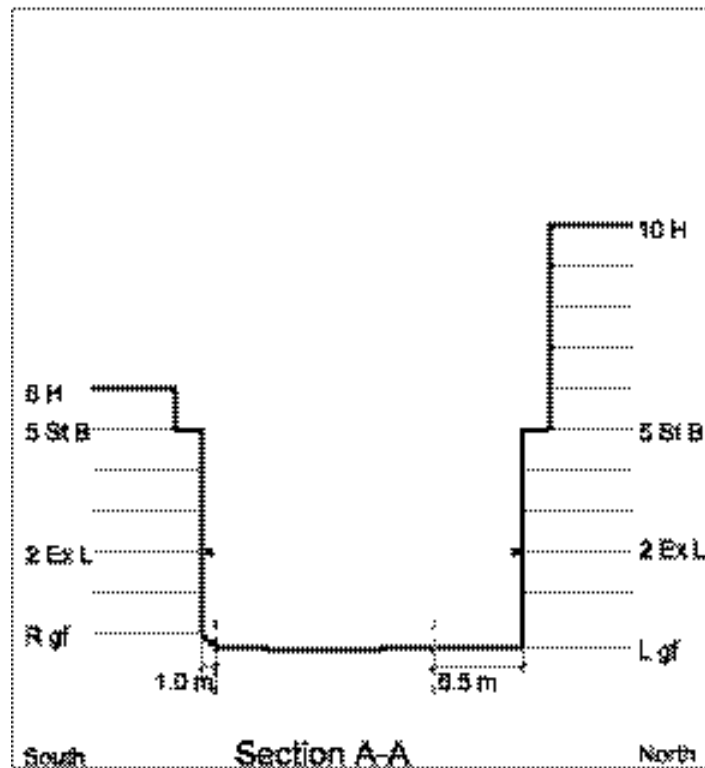
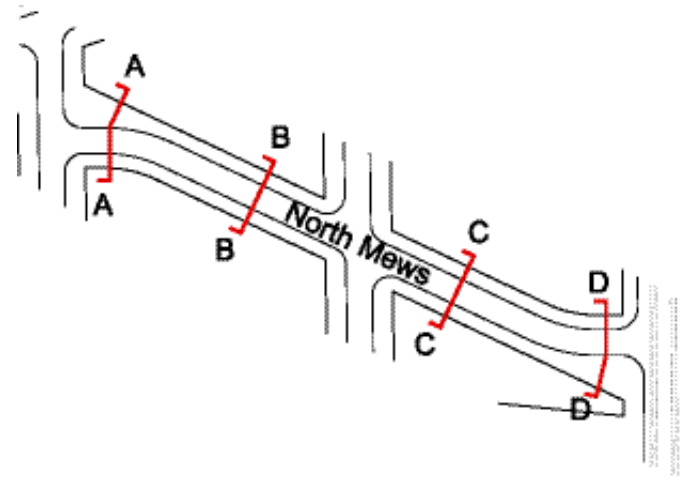
5 = Number of Storeys
 Ca = Cap Articulation

Ex L = Expression Line
 H = Total Height (storeys)

L gf = Level Ground Floor PL = Property Line
 R gf = Raised Ground Floor St B = Step-back

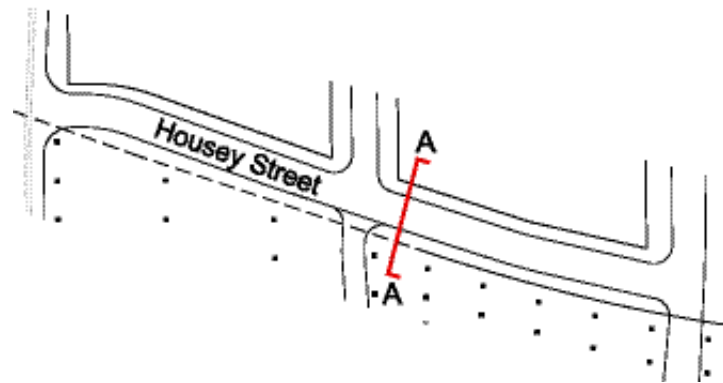
Building Profile Guidelines:

- 5 storey street wall built to the setback (1.0m) lines on both sides of street.
- Step-back at 5 storeys on 6 storey or higher buildings and point tower.
- Narrow-fronted townhouses at the building base on the south side of the street with raised ground floor, street entrances and stoops.
- Narrow-fronted live/work units at the building base on the north side of the street with ground floor entrances level with the sidewalk grade.
- 2 storey expression line and possible change of materials to express the domestic-scale base.
- Point tower lobby entrance defers to the continuity of the street wall.
- Cap articulation of upper storeys of point tower.



Housey Street · Building Profiles

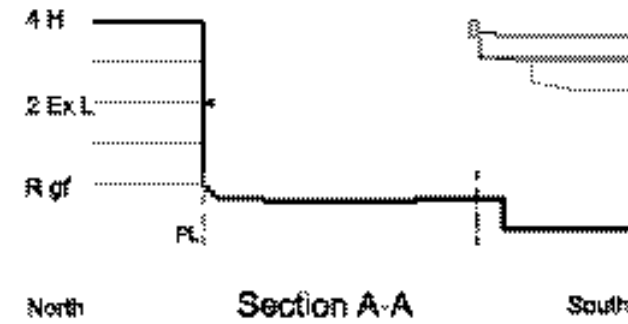
- A local east-west street with building frontages on the north side (Blocks 37 and 33) and frontage on the space under the Gardiner Expressway to the south (Blocks 8 and 9/10).
- Building profiles are intended to support meaningful building frontages on the street while recognizing that this street is also the principal parking and service vehicle access for the high density residential and retail/commercial uses.



5 = Number of Storeys
Ca = Cap Articulation

Ex L = Expression Line
H = Total Height (storeys)

L gf = Level Ground Floor PL = Property Line
R gf = Raised Ground Floor St B = Step-back



Guidelines appropriate to the north side:

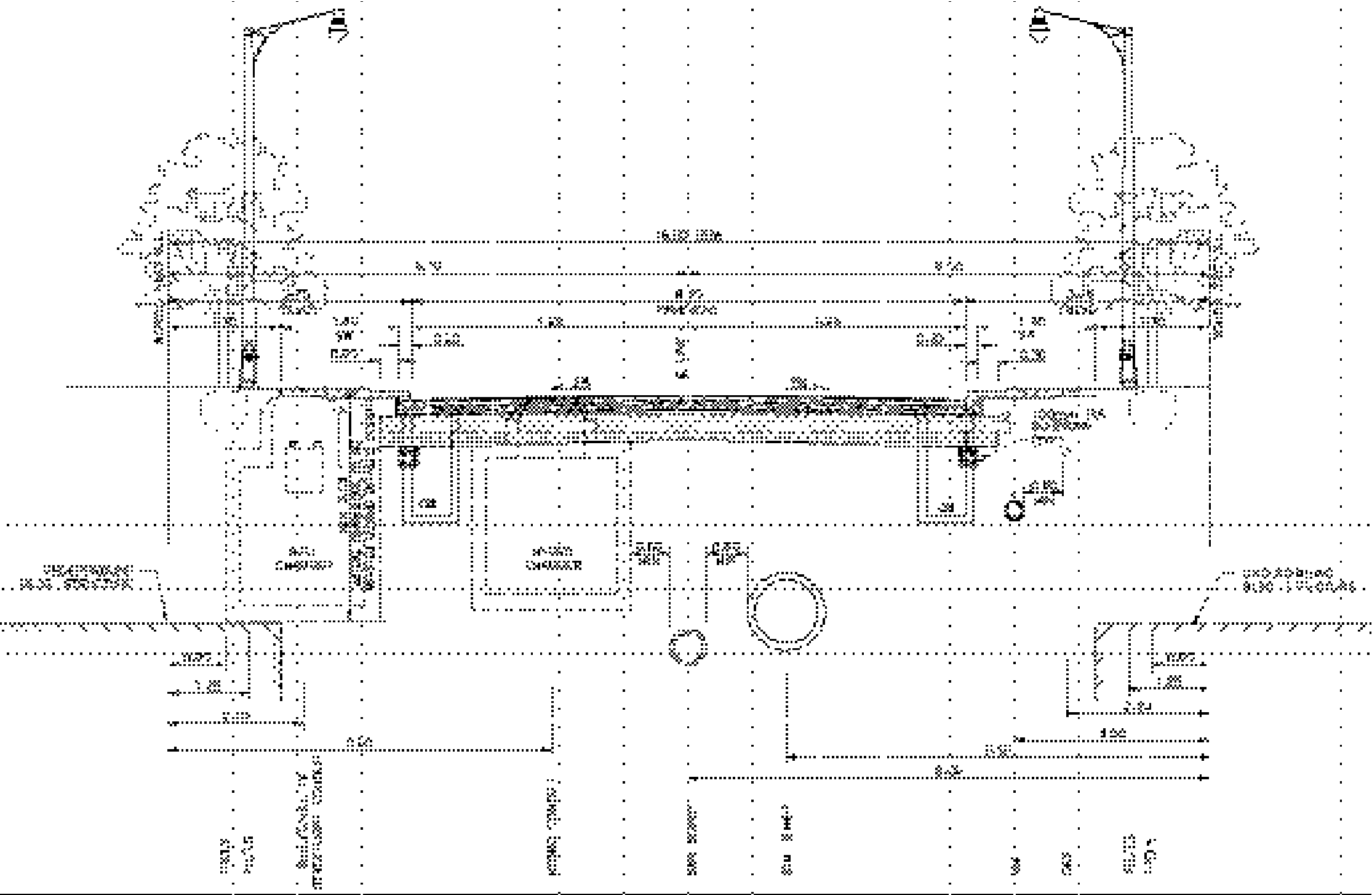
- 4 storey street wall to full height of the frontage buildings, built close to the property line (0.0 setback required)
- 2 storey expression lines and possible change of materials extended around corners of Fort Street and Dan Leckie Way
- Narrow-fronted townhouses are encouraged at the base of buildings and should have raised ground floor street entrances and stoops (encroachment on ROW may be required)

Appendix B: TECHNICAL STREET SECTION

This cross-section illustrates the typical placement of underground utilities within a 16.0m right-of-way, applicable to Streets 'D', 'E' and possibly Fort Street. It demonstrates the Plan's intention to coordinate and consolidate underground utilities in such a way that ensures operational and maintenance efficiency and the protection of undisturbed areas for tree planting.

This section is conceptual only and will be finalized at the detailed design stage.

It is contemplated that below grade parking structures may encroach into the right-of-way. Requests for encroachments of buildings below grade (into street allowance) shall be subject to review by Works and Emergency Services on a site-by-site basis.



- NOTE:
1. ASSUMED MAX UTILITY COVERED DEPTH IS AS PER TYPICAL UTILITY SIZ. 01-2100 (0.51x2.10x0.51m)
 2. ASSUMED MAX BELL COVERED DEPTH IS AS PER BELL MANHOLE TYPE 'K' (0.51x2.10x0.51m)
 3. HYDRANT VALVE LOCATED ADJACENT TO W/W IN ROAD PAVEMENT
 4. BELL PENETRATOR (B/P) LOCATED IN LINE WITH STREET LIGHTS
 5. CABLE TV FIBER OPTIC LOCATED IN LINE WITH STREET LIGHTS
 6. STREET LIGHT FOUNDATIONS LOCATED ON OFFSET FROM AND IN LINE WITH STREET LIGHTS
 7. STREET LIGHT CONTROL ENCLOSURE ON ONE SIDE ONLY, NEARING BELL COVERED

Appendix C: FLEET STREET LONG-RANGE ALTERNATIVE

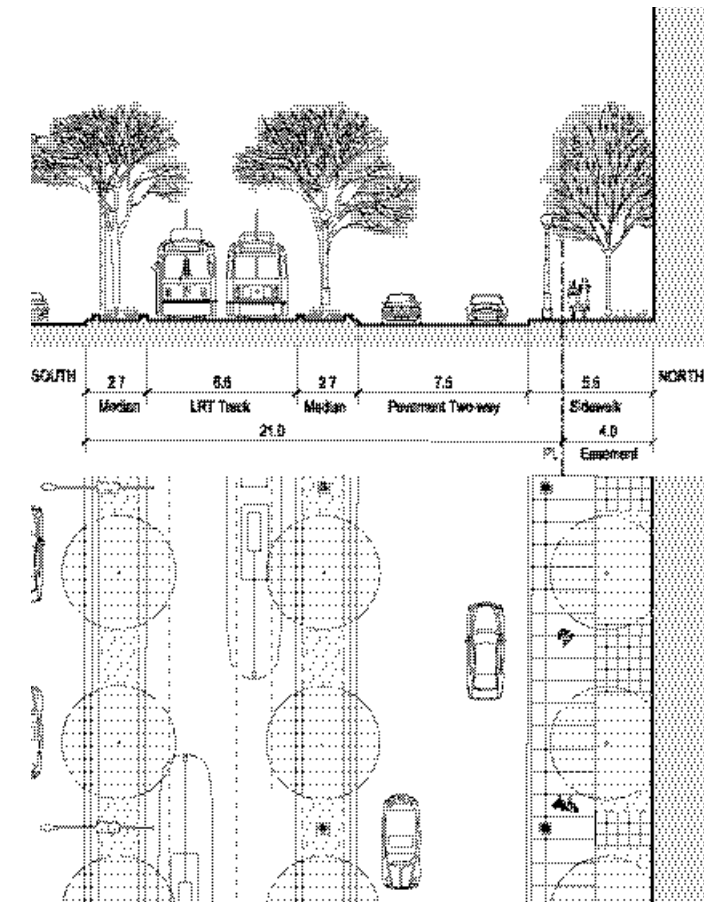
The Demonstration Plan pictured throughout this document incorporates a potential long-range objective for the reconstruction of the Lake Shore/Fleet Street corridor.

The key concept is to relocate the streetcar tracks to the south to provide enhanced landscaped medians and transit platforms, as well as a more definitive buffer for Fleet Street from arterial traffic on Lake Shore Boulevard West. The visual and physical separation of traffic flows would augment the local nature of Fleet Street.

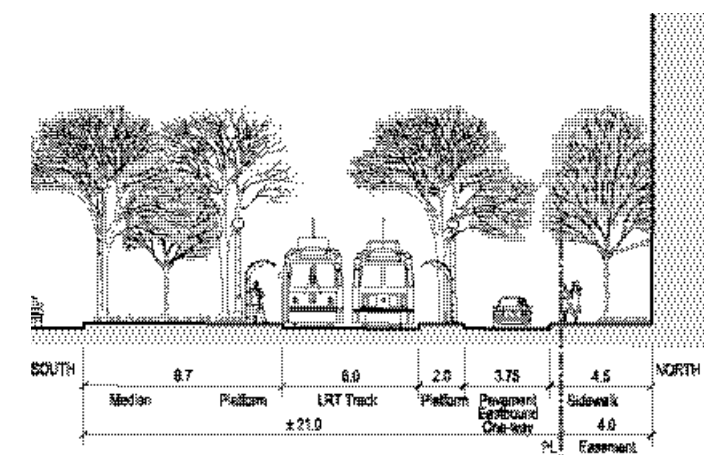
This option is conceptual only and would be subject to the resolution of operational, technical and budget constraints. It should be considered a long-term vision should future road reconstruction opportunities arise..



Detail of Demonstration Plan (#=Block numbers)



Section-plan A-A



Section B-B

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